The China Mail.

ESTABLISHED 1845

No. 15,396. 第一千九百一十二年八月廿一號 HONGKONG, SATURDAY, AUGUST 31, 1912 中華民國元年歲在壬子 PRICE, $3.00 Per Month.

CATTLE EMBARGO IN MANILA.

Action, quick and definite, is contemplated in a suit filed in the court of first instance, says the Manila Times to hand, by Judge Frederick Garfield Waite on behalf of his client, George M. Lack, seeking a temporary injunction against Frederick W. Taylor, director of agriculture, to prevent the molestation by quarantine of six head of cattle which Mr Lack wishes to bring into the port from Hongkong, against which city an embargo has been declared by the bureau.

The complaint filed by Judge Waite alleges that his client is the owner of the six animals in question, and that they were purchased for the express purpose of importing them into the Philippines. That his client has made numerous verbal or written applications to the defendant to be allowed to bring in these cattle, but that the defendant has either avoided or neglected to reply to these requests.

Further the complaint states that the cattle are entirely free from all communicable animal diseases, and have been so free for several months past.

In order to bring the matter to a quick decision, Mr Lack has ordered these animals forwarded to Manila by the first available transportation, and prays that a temporary restraining order be issued by the court to prevent the officials of the bureau of agriculture from imposing upon them a quarantine longer than is necessary to determine whether they are free from contagion.

This action will bring the long fought cattle question to a head without delay. If the court issues the order it will either place the bureau of agriculture in a position where it will have to defend its present attitude toward cattle from ports against which embargoes now exist, or its attitude will be upheld by judicial decision.

After reading the complaint, Judge Crossfield issued an order directing Mr Taylor to show cause not later than next Wednesday why a temporary injunction should not be issued. It is expected that a lively legal battle will ensue, as the bureau of agriculture will hardly recede from its position without a struggle.

Intimations.

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Hongkong, July 8, 1912. 868

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CHRIST'S SECOND COMING.

Article Two.

(By S. A. Nagel, Hongkong.)

The Bible is its own interpreter. "All Scripture is given by inspiration of God, and is profitable for doctrine, for reproof, for correction, for instruction in righteousness." 2 Tim. 3: 16.

"Knowing this first, that no prophecy of the Scripture is of any private interpretation, for the prophecy came not in old time by the will of man; but holy men of God spoke as they were moved by the Holy Ghost." 2 Pet. 1: 20, 21.

"Search the Scriptures; for in them ye think ye have eternal life; and they are they which testify of me." John 5: 39.

The above testimony of Paul, Peter, and Jesus ought to be sufficient to convince any honest man of the inspiration of the Bible. It is the one "Guide Book" that all may safely follow. In the study of it, I will endeavour to follow the rule laid down by Paul in 1 Cor. 2: 13—"Comparing spiritual things with spiritual.

Jesus, after His resurrection, while on the way to Emmaus with two of His disciples, explained to them the Scriptures. "Beginning at Moses and all the prophets, He expounded unto them in all the Scriptures the things concerning Himself."

Many of the old prophets prophesied of Christ's first advent. The place where He should be born, His name, much concerning His life work, His death, etc., was foretold hundreds of years before His birth. Compare Isa. 7: 14; 9: 6 with Matt. 1: 22. Micah 5: 2 with Matt. 2: 1—6. Hosea 11: 1 with Matt. 2: 15. Isa. 61: 1 with Luke 4: 16—20. Isa. 53: 9 with Matt. 27: 45.

The prophecies relating to the first appearing of our Lord were all literally fulfilled. Have we any reason to believe that those concerning His second coming will be fulfilled any less surely or literally? None whatever.

If you were to ask the way to a certain village and someone should tell you of some forty land-marks by which you could know the road; and as you went on, you found thirty-eight of these marks just as he had told you; you would be fully confident of reaching your destination and that you had been correctly informed.

Just so with the student of prophecy. As he passes the land-marks one by one, his confidence in the "Guide Book" increases, and he knows his destination is not far ahead.

WILL HE COME AGAIN?

The following plain Scriptures need no comment. "For yet a little while, and He that shall come will come, and will not tarry." Heb. 10: 37.

"So Christ was once offered to bear the sins of many; and unto them that look for Him, shall He appear the second time without sin unto salvation." Heb. 9: 28.

"Let not your heart be troubled: ye believe in God, believe also in me. In my Father's house are many mansions: if it were not so I would have told you. I go to prepare a place for you. And if I go and prepared a place for you, I will come again, and receive you unto myself; that where I am, there ye may be also." John 14: 1—3.

"And while they looked stedfastly toward heaven as He went up, behold, two men stood by them in white apparel; which also said, ye men of Galilee, why stand ye gazing up into heaven? This same Jesus, which is taken up from you into heaven, shall so come in like manner as ye have seen Him go into heaven." Acts 1: 10—11. Note it says,—"This same Jesus."

HOW WILL HE COME?

If we are but willing to believe the plain words of Scripture as to how the Master will come, we need never be deceived by those who have or will come claiming to be He.

In the last text quoted (Acts 1: 11) two angels plainly tell the disciples that, "This same Jesus shall so come in like manner as ye have seen Him go into heaven." Then if we can determine in what manner He returned to His Father, we may know for a certainty the way He will return to us.

On this point the Bible clearly informs us. Read the account of His ascension in Acts 1: 9. "And when He had spoken these things, while they beheld, He was taken up; and a cloud received Him out of their sight." Notice it says "a cloud received Him." Now if He is to return in "like manner" we can only look for Him to come in the clouds of heaven.

A few texts, of the many, speaking of this very thought will explain the question beyond a doubt. "Behold, He cometh with clouds; and every eye shall see Him." Rev. 1: 7.

"And then shall appear the sign of the Son of man in heaven; and then shall all the tribes of the earth mourn, and they shall see the Son of man coming in the clouds of heaven with power and great glory." Matt. 24: 30.

"Jesus saith unto him, thou hast said: nevertheless I say unto you, hereafter shall ye see the Son of man sitting on the right hand of power, and coming in the clouds of heaven." Matt. 26: 64. Mark 13: 26. Luke 21: 27.

WHO WILL SEE HIM COME?

His coming will be no secret affair; for "every eye shall see Him." Rev. 1: 7. Jesus, after warning us against false Christ's and false prophets which will appear in different places, plainly tells us that His coming will not be confined to any one locality. "Wherefore if they shall say unto you, Behold, He is in the desert; go not forth; Behold, He is in the secret chambers; believe it not. For as lightning cometh out of the east, and shineth even unto the west; so shall also the coming of the Son of man be." Matt. 24: 26, 27.

The next division of this article will better help us to realize that the second coming of our Saviour will be clearly seen and known by all.

WHO COMES WITH HIM?

Jesus will not come alone when he appears the second time. All the holy angels come with Him. "When the Son of man shall come in His glory, and all the holy angels with Him, then shall He sit upon the throne of His glory." Matt. 25: 31.

"For the Son of man shall come in the glory of His Father with his angels; and then shall He reward every man according to his works." Matt. 16: 27.

"Whosoever therefore shall be ashamed of me and of my words in this adulterous and sinful generation; of him also shall the Son of man be ashamed, when He cometh in the glory of His Father with the holy angels." Mark 8: 38.

THE WORK OF THESE ANGELS.

How many angels are there? Rev. 5: 11 tells us there are ten thousand times ten thousand, and thousands of thousands. "An innumerable company of angels." Heb. 12: 22.

In a later study we will find proof that when Jesus comes the second time He will not touch this earth at all, but will be plainly visible to everyone as He with the cloud of angels remain in the airy heavens.

(Continued on page 3.)

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Hongkong, June 24, 1912. 77

Intimations.

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Hongkong, August 29, 1912. 1084

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Hongkong, August 30, 1912. 1091

NOTICE.

WE HEREBY NOTIFY that from this date MR A. J. R. KING, lately employed as a Reporter by this Company, has no further connection with this Company whatever.

THE CHINA MAIL, LTD.

Hongkong, August 27, 1912.

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Hongkong, June 11, 1910. 748

NOTICE.

LESSONS IN CHINESE

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of *China Mail* office or direct to 37, Hollywood Road, 1st floor.

Hongkong, May 17, 1912. 676

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Hongkong, June 7, 1910. 47

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PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 2nd day of Sept., 1912, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Mount Parish and May Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.E.	S.W.	N.E.	S.W.	Contents in Sq. feet.	Annual Rent.	Upset Price
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6	Inland Lot No. 1028.	South West of Inland Lots 1027 & 1029 Hill Mount Parish.	100	100	100	100	10,000	68	1,700
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1089

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Outstanding insurance amounts to	£282,653,229
Assets amount to	£104,068,655
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Dividends to Policyholders 1910	10,575,157
Total paid Policyholders 1910	53,439,389
Total Expenses for 1910	10,392,093
Gross earnings from Interest and Rents for 1910	21,646,529
Gross rate of Income from Investments 1910	4.48

Hongkong, Feb. 23, 1912. 722

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Paid-up Capital	£2,437,500
II—Fire Funds	3,899,114
III—Life & Annuity Funds	16,136,180
Sinking Fund Account	88,512
	£22,561,268
Revenue Fire branch	2,567,158
" Life and Annuity Branches	1,073,269
Revenue Marine Department	262,692
Other Receipts	430,193
	£5,238,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO *Agents.*

CHRIST'S SECOND COMING.

(*Continued from page 2.*)

"And He shall send His angels with a great sound of a trumpet, and they shall gather together His elect from the four winds, from one end of heaven to the other." Matt. 24: 31.

That the angels are the reapers is plainly taught in the parable of the tares. Matt. 13: 24—30; 36—43. In His explanation of the parable He says:—"The field is the world. The good seed are the children of the kingdom; but the tares are the children of the wicked one. The enemy that sowed them is the devil. The harvest is the end of the world; and the reapers are the angels."

Marvellous truths Christ taught in this parable. I. Angels are reapers. II. A personal devil who is the origin of evil. III. A harvest at the end of the world. IV. The wheat and tares were both to grow together until the harvest and as the harvest is the end of the world—the time when both classes receive their reward—therefore there can never come a time when all the tares will become wheat or all the wheat become tares.

A PICTURE OF HIS COMING.

That you may more easily conceive what Christ's coming will be like, I wish to bring before your mind one Bible picture of this grandest of all scenes.

Thus far in our study we have found I. He will come again. II. All the holy angels will come with Him. III. He will come in the clouds. IV. Every eye shall see Him.

Luke 9: 26 adds still another thought to the picture by saying that He will come, "In His own glory, and in His Father's, and of the holy angels." Now the glory of the Father must exceed the glory of the Son. The glory of the Son must exceed the glory of an angel. There are millions of angels. If I can give you a description of the glory of one angel, you can form some little idea of this glorious event.

After Jesus was crucified, the Jewish rulers went to Pilate and begged him to appoint a company of soldiers to watch his grave until the third day, "Lest his disciples come by night and steal Him away." Matt. 27: 64. Permission was granted, "So they went and made the sepulchre sure, sealing the stone, and setting a watch." Verse 66.

The greater the number of soldiers, the more remarkable was Christ's resurrection. "Behold, there was a great earthquake, for the angel of the Lord descended from heaven, and came and rolled back the stone from the door, and sat upon it. His countenance was like lightning, and his raiment white as snow." What happened to the mighty Roman soldiers? "For fear of him the keepers did shake, and became as dead men." Matt. 28: 2—4.

"Became as dead men" at the presence of one angel! What do you think will happen to mankind, both righteous and wicked, when Jesus comes in His own glory and in the glory of His Father, and in the glory of all the holy angels? This question will be fully answered in the next article.

I have dwelt somewhat briefly on the foregoing topics as I desire to hasten on to "The Signs of His Coming." All may and should know where we are standing to-day in the world's history.

The great question that should concern all is, "How will His coming affect me?" Let me say on the positive authority of the Bible (as all will see later) that His coming will be the happiest of all occasions for a few, but the saddest experience for nearly all the world. I wish it might be otherwise.

The hardest thing in this world is to find is a man or women who will believe, serve, and obey God. Profession without the doing counts for worse than nothing, for the nearer one comes to being genuine and then is not, the worse counterfeit he is. "For not the hearers of the law are just before God, but the doers of the law shall be justified." Rom. 2: 13.

"Enter ye in at the strait gate: for wide is the gate, and broad is the way, that leadeth to destruction, and many there be which go in thereat: because strait is the gate, and narrow is the way, which leadeth unto life, and few there be that find it." Matt. 7: 13—14.

"THE ARK ON MT. CATARACT."

The magazine of a high school in the Isle of Thanet gives the following answers during a geography lesson:—

"The Pyramids are a range of mountains separating France from Spain."

"Cataract is the name of the mountain on which the Ark rested."

"The Mediterranean is joined to the Red Sea by the Sewage Canal."

"The hole in the top of a volcano, out of which the lather comes, is called the Creator."

OPIUM CULTIVATION IN CHINA.

The *Times* correspondent at Peking, in a telegram dated August 7th, says:—

Further proof of the extensive recrudescence of the cultivation of opium in China comes from Hunan, where numerous instances have recently been recorded in which the Government deputies appointed to destroy the crop have been defied, beaten, or murdered. The people were originally vehemently opposed to the suppression, but were successfully compelled to conform to the official restrictions with regard to the cultivation, sale, and consumption. Popular feeling is, however, now manifesting itself in favour of a return to the former conditions, for cultivation is again widespread this season and smuggling is general. The number of smoking permits issued has been reduced to a *minimum*, but smoking in undiminished, while the divans at Changsha, which were closed under the old Government, are gradually being reopened.

FOUR GIRLS AT A BIRTH.

The wife of a Gloucester plasterer named Sidney Robinson recently gave birth to four babies, all girls, of whom two are surviving.

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Mr J. B. Gilmer	Capt. H. Spear
Mr A. G. Gordon	Lt. and Mrs C. E. Stainer, R.N.
Mr V. Goulbourn	Mr J. C. Taylor
Mr and Mrs Joseph Gould	Mr G. Vermeij
Mr D. M. G. Grahame	Mr E. Vollbrecht
Mr R. J. Grimshaw	Mr C. S. Wagner
Capt. T. P. Hall	Mr E. J. Waterman
Mr W. T. Harbord	Mr H. Watkins
Mr A. Harrison	Mr D. M. Whamond
Mr and Mrs H. A. Hawkey	Mr and Mrs H. L. H. White
Mr W. A. Holt	Mr A. Whitmarsh
Dr S. Hough	Mr Simon Wile
Mr Th. Van Hunt	Mr and Mrs C. D. Willits
Capt. R. Innes	Mr G. G. Wood
Dr John	Mr and Mrs J. F. Wright
Mr J. W. Jones	Mr J. A. Young
Mr H. Junger	
Sir Oswald Kuehler	

ASTOR HOUSE.

Mr P. de Anrrantegui	Mrs G. F. Hensner
Mr F. Aquado	Miss M. Hensner
Mr M. Aquilar	Mr T. Hollend
Mr F. Alonso	Mr B. F. Johnson
Mr J. B. Arnold	Mr D. Jones
Mr E. W. Austin	Mr F. Korrigan
Mr L. Birot	Miss Komaroff
Mr A. de Bruo	Mr Sexto Lopes
Mrs C. L. Brown	Mr Geo. Lannins
Mr H. H. Burditt	Mr V. Lugebil
Mr J. D. Byrne	Mrs K. de Morris
Mr J. Campbell	Mr Muller
Mr V. M. del Castillo	Mr & Mrs H. Naftaly
Mr F. A. Chopard	Mr C. G. Olson
Mr and Mrs Cohen	Mrs C. G. Olson
Mr J. R. Cook	Mr A. Pacheco
Mr A. Cortez	Mr V. C. Parr
Mr D. N. Cosgrave	Mr F. R. Perez
Mr J. A. David	Mr C. A. Peters
Mr and Mrs G. F. Debrien	Mr J. Rodriguez
Mr C. M. Ferreira	Mr E. Rougeau
Mr J. Fetherston-haugh	Miss O. Salamanca
Mr J. Graham	Mr & Mrs K. Trembley
Mr J. Granado	Mr J. M. Vaz
Mr F. Greenwood	Mr Carlos Villar
Mr E. S. Haskell	Mr H. M. Wright

KINGSCLERE HOTEL.

Mr E. Arndt	Mr K. S. Morrison
Commodore R. H. Arnstruther, R.N.	Dr and Mrs Patten
Mrs R. H. Arnstruther and maid	Mr & Mrs J. Robertson
Mr and Mrs J. H. Beckhouse	Mrs G. Sachse
Mr H. S. Bennett	Mr M. L. Schaller
Dr and Mrs B. W. Brown	Mrs M. E. Shearer
Mr Hector Fuller	Mr A. L. Shields
Mr Gillingham	Capt. C. V. S. Skrimshire, R.A.
Dr E. L. Martyn Lobb	Mr and Mrs Sorensen
Mr & Mrs W. Logan	Mr R. D. Stewart
	Mr B. Webb
	Mr H. Wootman

PEAK HOTEL.

Mr A. J. Auld	Mr Kisson
Mr Barton	Lt.-Col. & Mrs Lean and child
Mr Bayley	Mr Lloyd
Mr & Mrs Beitchenko and children	Major & Mrs Lyddon
Miss Bolton	Mr and Mrs Macphal
Mrs Bowdler	Mrs Smith Malkin
Miss Britton	Dr & Mrs McCondlike
Attorney and Mrs Bucknill	and child Miss McEwen
Attorney-General & Mrs Bucknill	Capt. & Mrs McMunn children and nurse
Major Caulfield	Mrs Metzler
Lt.-Col Chapman	Mr & Mrs Northcombe
Mr Chapman	Mrs Page and child
Mrs Cole and child	Mr & Mrs H. Pearce
Mrs Cornelissen	Mrs Pearce
Mr Darch	Major Prichard
Rev. & Mrs Davies	Lt.-Col. Radcliffe
Mr Deane	Eng. Comdr Rooms
Mrs Devanport	Dr & Mrs Rutherford
Consul & Mrs Eetzens	Mr A. Sinclair
Mr Franz	Mr and Mrs Talati
Mr and Mrs Gordon	Miss Tope
Capt. & Mrs Guthrie	Major & Mrs Waring
Mr and Mrs Hale	Mr and Mrs W. M. Watson
Lt.-Col. Gordon Hall	
Mr Hordmon	Mr F. C Wilford
Capt & Mrs Hodgins	Mr David Wood
Mr and Mrs W. G. Humphreys	Capt. Wood and Mrs
Mr & Mrs Lee Jones	Lt.-Col. Wrigley
Mrs Kent	

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Mr W. Ashford	Mr Lawrcannce
Mr Charles Bradley	Mr A. Lopez
Mr Baker	Mr E. Lopez
Mr W. A. Barnett	Mr and Mrs C. J. Lowe
Mr A. G. Beaumont	Miss M. Martens
Mr S. G. Bolton	Miss Michael
Capt. and Mrs Braga	Mr Parker
Mr F. Braga	Miss J. Poole
Miss L. Braga	Miss H. Porter
Miss M. Braga	Miss Prohin
Mr Chenery	Mr P. C. Pruchandy
Miss D. Compurgi	Mr W. J. A. Robbins
Miss D. Conner	Mr E. Roberts
Mrs J. Crawford	Mr and Mrs Arthur Rogerson
Miss L. Drury	
Mr A. Frith	Mr G. W. Sewell
Mr and Mrs Gale and child	Mr R. H. Smith
Miss Gilbert	Miss E. Smith
Miss Dorothy Gilbert	Miss Ethel Smith
Miss Godwin	Mr Stamford
Mr Granby	Madam R. Stephen
Miss L. Greenhill	Mrs Tall
Miss J. Haismann	Mr E. J. Treadgold
Mr John Henderson	Mr R. W. Ullmann
Mrs John Henderson and child	Mr J. Vierne
Miss A. Hill	Miss Vincent
Mr W. Jackson	Miss W. Vyoyan
	Mr and Mrs West

GRAND HOTEL.

Mr Babcock	Mr F. C. Knight
Mr C. Bond	Mr Lorria
Mr F. A. Byrne	Mr P. McLoughlin
Mr Rochester	Mr Meakel
Mr W. M. Conway	Mr A. T. Myall
Mr Cowell	Mr M. Offer
Mr F. Coyne	Mr R. Richmond
Mr Elson	Mr L. R. Rider
Mr Farmer	Mr and Mrs Ritchie
Miss Frampton	Mr Rother
Mr Gabriel	Mr H. Strohkorb
Mr and Mrs Graham	Miss M. Tempest
Mr Mca Grath	Mr D. Tollan
Mr Peyton Griffin	Mr A. Tucker
Mrs de Haast	Mr and Mrs Walkmann
Mr Jenson	
Mr C. A. Jones	Mr J. K. Welch
Mr Keil	Mr T. H. West
Mr and Mrs Kill and children	Mr and Mrs Monteith Wilks
Mr A. J. R. King	

WYNDHAM HOTEL.

Miss Churchill	Miss M. Jackson
Mrs Cumings	Mrs D. Muir
Mr St. John Curtis	Miss A. Muir
Mr A. Dobbs	Rev. Mr Pearce
Mr D. S. Edmund	Mr and Mrs John Stewart
Mr E. Hayward	
Mr Thos. Hamsley	Mr G. Taylor

COMMERCIAL.

SHARE REPORT.

Messrs Vernon and Smyth in their weekly share report, dated Aug. 30th, state:—

A fair volume of business in local stocks has been transacted during the past week, and rates in some instances show an improvement, the general tone at the close being firm. Sterling Rubbers have again attracted a good deal of attention, and a good business has been done at advancing rates the closing tone however being somewhat weaker with a general decline in quotations on the highest points touched. Fine Hard Para Rubber is last quoted per "Reuter" at 5/1 per lb., and Finest Smoked plantation Sheets at 5/-½ per lb. At the last Rubber Auction held in London on the 28th inst., the sales totalled 860 tons of unsmoked and Smoked plantation Rubber at prices ranging between 4/9 and 5/-½ per lb the tone of the auction being firm. Discount rates closed 4 percent. (Bank of England) and 3¾ (open market). Bar Silver has improved to 28 1/16d ready, 28 7/16 forward closing firm. The T.T. rate on London is 2/- and on Shanghai 73½.

Banks:—Hongkong and Shanghais have been booked at $800 and $805, closing with buyers at the former rate, and probable sellers at the latter. London is unchanged at £82/10/-.

Marine Insurances:—Unions have been taken off the market in small lots at $800, and more are inquired for at slightly under that rate. Cantons have been booked at $237½, and Yangtszes at $185 with Ex 73.

Fire Insurances:—Hongkongs are in request at $355, and Chinas might be placed at $132.

Shipping:—Hongkong, Canton and Macao after sales at $26½ are now inquired for at $26¾. Indo-Chinas are unchanged with local buyers at $65, London still quoting 140/- middle price. There are buyers of China and Manilas at 88¾, Douglases at $27, after sales, and Star Ferrys at the improved quotation of $43½. Shell Transports are firmer with buyers for London account at 108/-.

Refineries:—China Sugars have been booked at $115 market closing with buyers at $114. Luzons are quiet at 83¾.

Mining:—Tronohs have been sold to London at 73/-, market closing with a middle quotation of 74/3. Heawoods are quiet at 4/3 and Raubs at 83.60. Pahang Consolidateds are wanted in London at 10/3, and Chinese Engineerings at 32/6.

Docks, Wharves and Godowns:—Hongkong and Whampoa Docks are easier with sellers at $48 after sales at $48½. Hongkong and Kowloon Wharves have been booked at $62 and $62½ and at $62½ are in further request. New Amoy Docks are quiet at $6½, Shanghai Docks at Tls. 49, and Shanghai and Hongkew Wharves at Tls. 96½.

Lands, Hotels and Buildings:—Hongkong lands have been booked at $102 and $103 and it is probable that more shares could be placed at the higher rate. Kowloon lands continue in request at $34, West Points at $55, and Humphreys Estates at $73.4. Hongkong Hotels (old) have been sold at $116, the market closing with buyers at $116 and $76 for old and new respectively.

Cotton Mills:—Ewos have again advanced, the closing quotation being Tls. 103 sales. Hongkongs continue quiet with sellers at $5.

Miscellaneous:—China Borneos are wanted at $9, Dairy Farms at $22, and Cements at $3 1/16. Ices have been booked at $200; Ropes at $19, Steam Laundrys at $5, Watsons at $4.90, and Powells at $64 ex div., the latter closing in further request. Fisheries are obtainable at $3, and Watkins at $5.

London Quotations:—The following quotations (middle price) were received from London by wire this morning:—

United Serdangs	118/9
Sapongs	22/6
London Asiatics	12/6
E. & I. Trusts	21/6
Rubber Trusts	13/- prem.
Tronohs	74/3
H.K. Electric Trams ...	4/6
Shell Transports	108/9
Chinese Engineerings ...	32/6
Indo-Chinas	140/-
London Ventures	1/3
Pahang Consolidateds ...	10/6
Allagars	3/4
Ledbury	60/-
Anglo-Malays	16/-
Linggis	33/-
Merlimans	4/3
Pusing Bharas	15/-

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes
2.15 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 8.10 p.m.	Every 10 minutes

NIGHT CARS.

7.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.45 a.m. to 12 Noon	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.10 p.m.	Every 10 minutes.

7.30 a.m. Sunday).

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

SHIPPING.

Latest Steamer Movements.

Exclusive of Movements reported to-day.

OCEAN S. S. C.

Achilles, L. S'pore for Keelung and Japan Aug. 14.
Ajax, A. Home Aug. 20.
Alcinous, L. Hankow H. Sept. 2.
Antenor, L. S'hai for Taku Aug. 20.
Antilochus, L. Kobe for H.K. Aug. 29.
Bellerophon, P. Canal H. Aug 29.
Calchas, L. Liverpool Aug. 17.
Cyclops, A. S'pore H Aug. 27.
Hector, L. Liverpool Aug. 14.
Idomeneus, L. S'pore H. Aug. 1.
Jason, L. H.K. H. Aug. 21.
Laertes, L. Liverpool Aug. 24.
Machaon, L. H.K. O Aug. 20.
Menelaus, P. Canal O. for S'hai & Hankow Aug. 20.
Patroclus, L. S'pore H. Aug. 15.
Peleus, A. Home July 29.
Perseus, L. Liverpool Aug. 28.
Priam, P. Canal O. Aug. 23.
Prometheus, A. Home Aug. 8.
Stentor, A. Home Aug. 13.
Talthybius, L. S'pore H. July 5.
Telemachus, A. H.K. from S'hai Aug. 30.
Teucer, A. Tacoma Aug. 3.
Theseus, A. Home Aug. 23.
Titan, A. Tacoma Aug. 31.
Tydeus, L. Liverpool Aug. 31.
Ulysses, L. S'pore for Taku & Japan Aug. 21.

CHINA MUTUAL S. N. C.

Atreus, L. S'pore H. Aug. 15.
Demodocus, L. H.K. H. Aug. 20.
Hyson, L. Liverpool Aug. 31.
Keemun, L. Liverpool Aug. 22.
Laomedon, L. Y'hama for Kobe Sept. 2.
Memnon, L. Kobe for S'pore Aug. 12.
Myrmidon, P. Canal H. Aug. 20.
Neleus, L. Foochow for H.K. Aug. 31.
Pingsuey, P. Canal O. Aug. 13.
Polyphemus, L. S'pore H. Aug. 23.
Protesilaus, L. S'pore for Manila O. Aug. 31.
Rhesus P. Canal H. Aug. 23.
Tsonkai, A. Home Aug. 20.
Yangtsze, P. Canal O. Aug 23.

SHIRE LINE.

Carmarthenshire, L. H.K. H. Aug. 25.
Denbighshire, A. Home Aug 27.
Den of Glamis, P. Canal O. Aug. 2.
Flintshire, A. Home July 16.
Monmouthshire, P. Canal H. Aug. 27.
Pembrokeshire L. S'pore H. Aug 16.

INDRA LINE.

Indradeo, L. Moji H. Aug. 7.
Indraghiri, L. S'pore for Boston Aug. 15.
Indrammyo, L. S'pore H. July 17
Indrani, from New York, L. S'pore for Manila Aug. 17.
Indrasamba, L. Sabang O. Aug. 3.
Indrawadi, A. S'pore from S'hai for New York July 24.

NIPPON YUSEN KAISHA.

Atsuta Maru, A. Y'hama Aug. 26.
Aki Maru, L. Colombo for Suez Aug. 30.
Awa Maru, L. Seattle for Y'hama Aug. 27.
Hirano Maru, In Europe.
Hitachi Maru, A. H.K. from S'pore Aug. 30.
Iyo Maru, L. London Aug. 31.
Inaba Maru, A. S'hai from Keelung Aug. 31.
Kaga Maru, L. Kobe for Moji Aug. 31.
Kamo Maru, L. Port Said for M'seilles Aug. 29.
Kitano Maru, L. Suez for Colombo Aug. 31.
Miyazaki Maru, L. Colombo for S'pore Aug. 29.
Mishima Maru, L. H.K. for S'pore Aug. 28.
Sado Maru, A. Seattle from Y'hama Aug. 29.
Sidzuoka Maru, A. H.K. from S'hai Sept. 1.
Tamba Maru, A. Y'hama from Seattle Aug. 29.
Tango Maru, A. London Aug. 29.
Yokohama Maru, L. Y'hama for Seattle Aug. 28.

GREAT NORTHERN S. S. Co.

Minnesota, A. Japan from H.K. Aug. 15.

P. & O. S. N. Co.

Arcadia, L. Colombo for Bombay Aug. 29.
Assaye, L. H.K. for S'pore Aug. 31.
Candia, L. S'pore H. Aug. 28.
Ceylon, L. S'hai for Moji Aug. 28.
Delta, A. Bombay from Colombo Aug. 16.
Devanha, L. Bombay for Colombo Aug 28.
India, L. H.K. for S'hai Aug. 29.
Namur, L. S'pore for H.K. Aug. 29.
Nankin, L. London Aug 10.
Nore, L. London Sept. 7.
Nubia, A. Foochow from S'hai Aug. 31.
Nyanza, L. London Aug. 24.
Palma, L. H.K O. Aug. 30.
Persa, A. Colombo H. Aug. 22.
Poona, P. Canal H. Aug. 23.
Sardinia A. Y'hama Aug 24.
Simla, A. London Aug. 25.

MESSAGERIES MARITIMES.

A. Behic, L. S'pore H. Aug. 19.
Caledonien, L. H.K. O. Aug. 22.
Ernest Simons A. M'seilles July 4.
Oceanien, A. Marseilles Aug. 13.
Nera, A. Marseilles July 16.
Polynesien, A. Marseilles Aug. 27.
Salazie, A. Home Aug. 6.
Sydney P. Canal O. Aug. 20.

NORDDEUTSCHER LLOYD.

Bueiow, P. Canal O. Aug. 27.
Derfflinger, L. Antwerp O. Aug 26.
Goeben, L. Colombo O. Aug. 26.
Kleist, L. Y'hama for Kobe Aug 24.
Luetzow, L. S'pore H. Aug. 26.
P. E. Friedrich, A. Bremen Aug. 19.
Prinz Ludwig, A. Kobe O. Aug. 31.
Prinzess Alice, A. Aden H. Aug. 25.
Yorck, A. Southampton H. Aug. 29.

HAMBURG-AMERIKA LINIE

Alesia, A. Home Aug. 27.
Ambria, L. H.K for S'pore Aug. 31.
Andalusia, A. Home Aug. 2.
Arcadia, P. Canal O. Aug. 27.
Bayern, A. Home Aug. 2.
Belgravia, A. Manila from Sabang Aug. 28.
Brasilia, P. Canal H. Aug. 20.
Badenia, P. Canal H. Aug 9.
Brisgavia, L. S'hai for Hankow Aug. 10.
C. F. Laciaz, P. Canal O. Aug. 23.
Furst Buelow, L. H.K. H. Aug. 16.
Goldenfels L. Tsingtau H. Aug. 21.
Liberia, A. Home Aug. 16.
O. J. D. Ahlers, L. H.K. O. Aug. 30.
Pisa, L. H. K. for S'hai Aug. 24.
Preussen, L. Kobe for Tsingtau Aug. 13.
Sambia, P. Canal H. Aug. 27.
Sachsen, P. Canal O. Aug. 9.
Scandia, A. Home Aug. 4.
Segovia, A. Home Aug. 27.
Silesia, In Nagasaki.
Sithonia, A. Home Aug. 2.
Suevia, L. Kure for Kobe Aug. 15.
Vandalia, A. New York July 19.

AUSTRIAN LLOYD.

Austria, L. H.K. for S'hai Aug. 30.
Africa, L. S'pore for H.K. Aug. 29.
Bohemia, A. Colombo from Penang Aug. 31.
China, L. Karachi for Bombay Aug. 30.
Koeber, A. Trieste Aug. 18.
Nippon, A. Karachi from Bombay Aug. 30.
Persia, A. Trieste Aug. 23.
Silesia, L. S'pore H. Aug. 8.
Vorwaerts, A. H.K. from S'hai Aug. 31.

GLEN LINE.

Glenask, P. Canal H. Aug. 27.
Glenfarg, P. Canal O. Aug. 9.
Glenlochy, L. H.K. O. August 19.
Glenlogan, L. Y'hama for Moji Aug. 17.
Glenroy, L. H.K. H. Aug. 19.
Glenstrae, L. Port Said H. July 9.
Glenturret, P. Canal O. Aug. 27.

BEN LINE.

Benavon, P. Canal O. Aug. 16.
Benalder, L. H.K. for Nagasaki Aug. 19.
Benclleuch, P. Canal H. Aug. 27.
Bendoran, L. H.K. for Manila H. Aug. 7.
Benglos, L. H.K. for Japan Aug. 8.
Benlarig,
Benlawers, L. H.K. for Hai'phong July 21.
Benlomond, A. H.K. from S'pore Aug. 29.
Benvenue, L. H.K. for Japan Aug. 4.
Benvorlich, A. Home August 30.

CANADIAN PACIFIC Co.

Empress of India, A. Nagasaki from S'hai Aug 29.
Empress of Japan, A. Kobe from Y'hama Aug. 29.
Montcalm, A. Vancouver Aug. 24.

PACIFIC MAIL.

China, L. Honolulu for Y'hama Aug. 23.
Korea, A. H.K. Aug 26.
Manchuria, L. S'hai for Y'hama Aug. 29.
Mongolia, L. H'lulu for Frisco Aug. 27.
Nile, A. Frisco Aug. 28.
Persia, L. S'hai for Nagasaki Aug. 30.
Siberia, L. Y'hama for Kobe Aug. 29.

TOYO KISEN KAISHA.

Chiyo Maru, L. Frisco Aug. 31.
Nippon Maru, L. Y'hama for Honolulu Aug 24.
Shinyo Maru, A. H.K. Aug. 29.
Tenyo Maru, L. Y'hama for Honolulu Aug. 31.

H. = Homeward. P. = Passed.
O. = Outward. H.K. = Hongkong.
L. = Leaves or Left.
A. = Arrives or Arrived.

The Editor would be grateful if Steamship Company Agents would assist him in keeping the above column up to date by occasionally cutting out their list of steamers and sending same to this office with corrections and additions.

'THE CHINA MAIL.'

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Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 must be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7, and 10 must be sent us not later than 2 p.m.

New Advertisements must be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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ALEXANDRA BUILDINGS.

Hongkong, January 11, 1912. 94

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THE SCOT IN PEACOCK'S NOVELS.

(From Our Scottish Correspondent)

The average Scot has rarely any objection to the play of humour or satire round his alleged or notorious characteristics,—some of the worst stories and jokes against him are, indeed, of Scottish manufacture. A good example of this tolerance of caricture is to be found in the present vogue of Thomas Love Peacock's novels among all circles North of the Tweed. Of course in Peacock's handling of the Scot there is apparent the influence of the eighteenth century tradition. Boswell tells us that Johnson once "produced a roar of applause" by the remark that "the noblest prospect which a Scotsman ever sees is the high road that leads him to England." It is in the spirit of this sally that Peacock,—whose literary affinities were rather with the eighteenth century than with his own,—deals with Scotland and the Scot. It must be said, however, that in submitting to this ordeal the Scot is in good company, since Byron, Southey, Coleridge, and Sir Walter Scott did not escape Peacock's satire. "Are we alive after all this censure?" was the comment with which Byron good humouredly disposed of the attack.

A writer in the "Glasgow Herald" has taken the trouble to pick out some of the abuse of the Scots from Peacock's novels, and it is an extraordinary collection. In "Crotchet Castle," Ebenezer MacCrotchet,—surely it was a false touch to drop the "Mac" later on,—is represented as coming to London "with all his surplus capital not very neatly tied up in a not very clean handkerchief." And he is said to have "derived from his mother the instinct, and from his father the rational principle, of enriching himself at the expense of the rest of mankind." The MacCrotchets are described as mere money-grubbers, but MacLaurel and MacQuedy are ridiculed as pretentious bores. MacQuedy—"Mac Q. E. D., the son of a demonstration",—is said, with good ground, to have had as his original M'Culloch, the political economist, whom Peacock met at James Mill's. MacLaurel in "Headlong Hall" may be said to present us with the philosophic vindication of the MacCrotchet view of life. He denies, on the authority of "the pheelosophers of Edinbroo'," that there is "ony sic thing as disconterestedness in the warld," because "every mon is the centre o' his ain system, an' endeavours as much as possible to adapt everything aroond him to his ain parteccular views." MacLaurel is an exponent of that Edinburgh philosophy that Carlyle thundered against in "Sartor"—"a vain jargon of controversial metaphysic." He will reduce the finest action to its lowest terms. "A paisant saves a mon's life for the same reason that a footpad cuts his thrapple, because it is conformable to his ain parteccular feeling o' the moral an' polcetical feetness o' things."

Peacock's "incurable prejudice against Scots,"—as his biographer terms it, is further illustrated in MacLaurel's attitude to politics. He is pictured as an unblushing opportunist. "The mair popular ye happen to be the better price ye fetch." MacQuedy is drawn with less rancour than MacLaurel, but he belongs to the same school, though he no longer addresses us in the Doric. He also is a true son of the Aufklarung. "That is Mr MacQuedy, the Modern Athenian," says Lady Clarinda in "Crotchet Castle," "he lays down the law about everything, and therefore may be taken to understand everthing." To MacQuedy civilisation is just "respect for property," and a Roman camp, having no value in the open market, is a curiosity, "very pleasant to sit in on a summer day." He has MacLaurel's profound veneration for "Edinbroo'," the Modern Athens. This was a claim in behalf of Edinburgh that roused in a special degree the ire of Peacock, and through the lips of Dr Folliott he pours scorn on it in "Crotchet Castle." "Modern Athens, sir! the assumption is a personal affront to every man who has a Sophocles in his library." But MacQuedy was not so easily silenced. "Metaphysics, sir; metaphysics. Logic and moral philosophy. There we are at home. The Athenians only sought the way and we have found it. . . . A literary supper in sweet Edinbroo' would cure you of the prejudice you seem to have against us."

As time passed, a more urbane note made itself heard in Peacock's works. MacQuedy is an improved MacLaurel, while MacBorrowdale in "Gryll Grange" is Peacock's most favourable specimen of the Scot. At last, Peacock is willing to recognise that the Scot has humour. MacBorrowdale is the "kindly Scot," shrewd and pawky, fonder of a joke and a bottle than of an argument. "What is your opinion, Mr MacBorrowdale?" asked Lord Curryfin, a prigish young peer. "I hold to the opinion I have already expressed, that this is as good a glass of port as ever I tasted." "I mean your opinion of music and musical instruments." "The organ is very good for psalms, which I never sing, and the pianoforte for jigs, which I never dance."

It is interesting to note that one of Peacock's most intimate friends in the later years of his life was a Scottish man of letters—Robert Buchanan. Buchanan sought out Peacock in the sixties, and had the kindest reception. He has borne witness to the "delicious personality" of the older man. The presence of MacBorrowdale in "Gryll Grange," and the friendship with Buchanan, may surely be taken as indicating that the "inveterate prejudice" had been greatly softened if not entirely removed by the hand of time.

SCOTTISH LETTER.

(From Our Own Correspondent)

EDINBURGH, August 6.

THE SUGAR CONVENTION.

In Virginia Street, Glasgow, the headquarters of the Scottish sugar brokers, and in Greenock, the seat of our sugar refineries, strong hostility is displayed towards the Government because of their action in withdrawing from the Brussels Sugar Convention. During the last seven or eight years, the industry in Greenock has been in a flourishing condition; looking forward to a continuation of the Convention, several of the refiners have lately carried out large extensions in their works, especially in the matter of providing greater storage accommodation; and they fear that much, if not all the money thus invested will be lost. Greenock, they say, could stand on its merits in fair competition, but that it cannot fight against bounty-fed products. Some of the leading merchants, indeed, declare that the sugar industry in the west will once more be ruined. The local harbour, it is contended, will also suffer; raw sugar and beetroot are practically its whole trade.

FINANCIAL CONDITION OF JAPAN.

The "Financial and Economic Condition of Japan," issued by the Japanese Government, has received editorial notice in several of the leading Scottish newspapers. The "Scotsman" remarks that "Notwithstanding a financial crisis in the United States, a failure of the rice crop in Japan, revolutionary outbreaks in the Yangtse Valley of China, and other adverse incidents, Japan has, since the termination of the war, made some progress, not only in debt redemption, but especially in a reduction of the debt charges. One could wish that whilst converting so much of the 5 per cent. debt into a stock bearing a lower rate of interest Japan had also been able to effect a greater reduction in the aggregate amount of her debt. It seems to be the same story all over the world, and Japan is now paying the penalty which seems to be inseparable from a higher state of civilisation—namely, a growing debt, if not abroad at home, and if not for national purposes, at any rate for local requirements."

The "Glasgow Herald" says:—"Japanese statesmen were remarkably skilful in raising the money for the prosecution of the war, and it is to be presumed that they will be able to rise to the occasion and deal with a position which is certainly not less difficult. It is to be hoped that active trade all over the world and rapid development of the resources of China will come to the aid of Mr. Yamamoto in once more giving Japan a favourable trade balance, which will enable her to maintain the gold value of the yen without any strain, and will permit of either a more rapid redemption of the foreign debt of the country."

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Hongkong, July 26, 1912. 939

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Hongkong, May 21, 1912. 1110

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Hongkong, August 1, 1912. 1594

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Hongkong, April 30, 1912. 595

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Hongkong, July 1, 1912. 1517

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MEMO FOR TO-DAY.

9 p.m.—Bandmann Opera Co. at the Theatre Royal, City Hall.

MEMOS. FOR TO-MORROW.

9 a.m.—Excursion to Macao.
Induction of Rev. N. S. Pope at St. Andrew's Church, Kowloon.

MEMOS FOR MONDAY.

Labour Day—U.S.A.
3 p.m.—Sale of Crown Land at P.W.D.

General Memoranda.

TUESDAY, Sept. 3:—
4.30 p.m.—Lady May's 'At Home' at Mountain Lodge.

THURSDAY, Sept. 5:—
9.15 p.m.—Band Concert (K.O.Y.L.I.) in Public Gardens.

THURSDAY, Sept. 12:—
9 p.m.—Allan Wilkie Co's first performance at Theatre Royal, City Hall.

The China Mail.

HONGKONG, SATURDAY, AUGUST 31, 1912.

JAPANESE JUSTICE IN KOREA.

RECENT advices from Tokyo inform us that the trial of the Koreans, charged with conspiring against the life of the Governor General, has been re-opened. It will be recalled that the previous trial came suddenly to an end through the combined action on the part of counsel for the defence protesting against the partiality of the Judges appointed to try the case. The counsels' protest was dismissed by the Local Court at Seoul and the application for new Judges rejected. An appeal against this decision was lodged, with, however, the same result. We now learn that the trial has been re-opened, presumably with the same Judges. As in the trial of Yang Ki Tak—the cause celèbre of 1908 (the sequel of the Bethell trial)—Japanese administration of justice towards the Koreans has not shown up in a good light; whilst the action of the police still less so. In fact in any other country save Korea the apparently well-supported charges of torture brought against the police would be a public scandal and the immediate cause of a far-reaching investigation and reform. Unfortunately it seems that the Japanese authorities have embarked on a course of strenuously shutting their eyes to the glaring facts and open charges alleged against the police. The Prosecutor, in opening the new trial, declared that the allegations of torture, unanimously brought against the police by the accused Koreans, are false and without foundation. As the result of a deep-searching investigation we might be tempted to believe this; but as the matter stands a denial, official or otherwise, carries not a jot of weight. On what grounds can the Prosecutor make such a statement, seeing no investigation of the charges brought forward has been made? Is circumstantial evidence, evidence that has hanged many a man in the most just of courts, to carry no weight? Are the unanimous statements made by one and all of the many prisoners that their "confessions" were only obtained under pressure, under the pain of torture—to be disregarded as of no account? Are the scars and other physical evidence of the use of brutal force to count of no consequence? Unbiassed reading of the cross-examination of the Korean prisoners leads us to conclude that the action of the counsels for the defence was well warranted, and it is to be sincerely regretted that the issue has been so unsuccessful. The refusal of the Court to call the witnesses for the defence, who were asked for, though supported by the legal procedure of the Law Courts, is hardly calculated to refute the accusation of partiality brought forward. Seeing how far-reaching is the issue of the case in that it involves numerous foreigners of some standing in the missionary world, it would have been far better if the Court had waived its right regarding the calling of the witnesses for the defence and had permitted counsel to call all the aid in their power to prove the innocence of their clients. That this view was held by the learned barristers for the defence will be seen by the strong but dignified wording of their protest, which they drew up "for the only object of upholding the dignity and reputation of the Japanese Judiciary and to defend our rights as barristers." "Out of the large number of witnesses applied for, the Court only granted two, the remainder of the applications being dismissed, which means that the opportunity required to prove the innocence of the accused was denied us. We believe that the action of the Court was the result of the Court having already a definite conviction that the accused were guilty of the charge made against them. We have therefore forced upon us the unpleasant task of protesting against the action of the Judges, in whose impartiality we had placed full reliance—and we now make formal application for the exclusion of the Judges concerned in this case on the ground that they have shown themselves to be prejudiced against the accused." If, in this new trial, the demands of the Prosecutor, that the six ringleaders should be sentenced to ten years' imprisonment and the remainder to imprisonment for more or less long periods of penal servitude should be accepted by the Court, there will be, it would seem, but one conclusion to be drawn; and that is that the Courts of Korea are not independent organs of Justice, but are practically arbitrary organs of military rule. In the event of the conviction of the accused the foreigners, whose implication in the "conspiracy" is openly suggested by the Court, will find themselves in an awkward predicament. They are not, however, under arrest; so the unique position of the Korean "conspirators" in irons and their foreign "accomplices" free as the air will be shown to the eyes of the world. On the other hand, should the Court dismiss the demands of the Prosecutor and acquit the prisoners, another interesting, not to say unique, question will arise. If the accused are acquitted, then their "confessions" made in the preliminary police examination are adjudged to be worthless. If so, then the question must be answered: "Why were those "Confessions" made?" The only possible conclusion to be drawn is that they were obtained by torture; but that is denied by the Prosecutor! Truly the logic of the situation in Seoul is hardly one that commends itself to lovers of Justice.

NEWS OF THE DAY.

During the past few days an extraordinarily large number of women and children have come down to Hongkong from Canton, the result, it is believed, of renewed rumours of an impending disturbance at Canton.

Chinese residents in Singapore have telegraphed to Vice-President Li Yuan Hung, offering to contribute a sum of Tls. 2,000,000 to the government and informing him that Tls. 1,000,000 will shortly be remitted to him through the Hongkong and Shanghai Bank.

The Canton correspondent of a Shanghai contemporary says:—Hongkong can no longer be the refuge of criminals from Canton. The right of extradition, denied to the Canton authorities by the Hongkong Government pending the formal recognition of the Republic, has been resumed in force by instruction from the British Minister at Peking. The Hongkong headquarters of the second revolutionary party against Kwangtung can be easily broken if the Canton Government sees fit to demand the arrest of certain leaders.

NEWS OF THE DAY.

H.M.S. Cadmus and Atlas leave Weihai-wei for Hongkong to-day.

Among the passengers who left by the P. and O. s.s. Assaye to-day for London was Lt.-Col. A. Begbie.

A man who was found in the Indian compound at Yaumati was sentenced to imprisonment this morning as a vagrant.

Amended motor-car regulations made by H.E. the Governor in Council impose upon motorists the observance of a ten mile speed limit in the city.

The total output of the Kailan Mining Administration's mines for the week ending August 17 amounted to 28,298 tons and the sales during the period to 18,470 tons.

The steam launch Marlow, which was sold a short while ago to Messrs. Jardine, Matheson and Co. and sent down to Borneo, has arrived safely after a fine trip of seven days.

On pages 2 and 3 of this issue will be found the second instalment of an article entitled "The Second Coming of Christ." The first part appeared in our issue on Friday, 23rd inst.

Wei-hai-wei has withdrawn quarantine restrictions against the port of Hongkong. The medical inspection and fumigation at Shanghai of vessels from Hongkong has also been discontinued.

We are informed by Messrs Moutrie and Co. that the last variety entertainment of the season will take place at the Palace Theatre, Mount Austin, on Saturday, September 21st. We understand that an exceptionally good programme is being arranged.

Of the two river steamers built here for trade between Swatow, Chow Chow Fu and up river ports, one has arrived safely under her own steam in Swatow, while the other, which was being towed, has put in to San Mi and from there will probably proceed under her own steam.

Two Jews were charged this morning at the Magistracy with creating a disturbance in Messrs. Sassoon and Company's office, Des Voeux Road. It appears that the men went to the secretary of a Jewish benevolent society to ask for a free passage, and when the secretary told them that he had instructions to give them no relief one of them made a disturbance. This defendant was fined $3, or seven days in prison, and the other man remanded.

Two of the latest additions to the P. and O. fleet are being put on the Far Eastern run. They belong to the "N" class and are named the Nankin and the Novara. There are two others which are still building, viz., the Nagoya and the Nellore. The Nankin was to have left London on the 10th instant, and the Novara is scheduled to sail from London on November 2. The former is due in Hongkong on Sept. 18 and the latter about Dec. 10. The vessels are each of 7,000 tons gross, with an indicated horse power of 5,000.

A correspondent, says the *N. C. Daily News*, sends us the following extract from the "Nagasaki Press" from the Rev. H. V. S. Peeke, of Saga, who read the service at the grave, as it may be of interest to old residents of Shanghai, who knew Captain McKay, in former days: "Some years ago Capt. James McKay, a long-time resident of Shanghai, ended his days here, and was buried in the local Unzen Cemetery. The grave had been marked by a stone, but recently the friends of his best days (and other visitors to Unzen and Obama) provided a neat and suitable tombstone, and had the tomb surrounded by a firm iron fence. On the 12th (August) a couple of dozen of the residents gathered at the newly-erected stone, and a service of solemnity was performed, recalling to all present the appropriateness of the prayer: 'So teach us to number our days that we may apply our hearts unto wisdom.'"

The ill-fated Kwong Yuen, which met her end by fire last January and finally sank to the S.W. of Lantao, has, we understand, been sold as she lies to a European syndicate for the sum of $500. Salvage work was attempted by a Chinese firm some two months ago for the owners but with little success, the depth of water being too great for their primitive methods, although they discovered some evidence of melted silver on the floor of the hull. The syndicate which has now bought the wreck have great hopes of recovering their outlay, as fairly authentic information that the steamer had $50,000 in Mexican Dollars on board when the catastrophe occurred has been obtained; and a European diver who has been down to the wreck, states that he saw a large lump of metal which was apparently mostly silver and far too heavy to lift. The syndicate are taking no risks from piratical attacks and have a good party well armed to dispute with our Colowan friends the ownership of any flotsam, jetsam or lagan, that may be obtained.

RAMBLING NOTES.

Hongkong residents surely cannot complain in these days that they are not well provided for by way of public entertainment—and entertainment of a very high order too. During the past week we have had the Bandmann Opera Company at the Theatre, and, as usual, they have nightly given an excellent account of their versatile talents. This is the third visit of the Company this year, and judging by the very satisfactory audiences at each performance, the conclusion has been arrived at by Hongkong playgoers that "One cannot get too much of a good thing."

In little more than a week, we are to have a visit from quite a different company and the "legitimate drama" is to take the place of the merry and bright musical comedy. Mr. Allan Wilkie and his Company are booked to begin their season on the 12th proximo, and a glance at their repertoire suggests at least two ideas, namely, that the Company are to produce plays well worth seeing and plays that will call for all-round good acting. Besides several Shakespearean plays that are included in the Company's repertoire, there are also G.B.S.'s "Candida," which, if we err not, will be the first Shavian play ever produced in the Colony—certainly one of the few. It may be anticipated as an histrionic treat. The plays of Mr. Shaw are much too rarely seen, and should therefore be given a hearty welcome. Such old favourites as "The School for Scandal," "David Garrick," "The Second Mrs. Tanqueray," "The Liars" and "Salome" are also included in the list. Most if not all of these plays have doubtless been seen by most Hongkong playgoers; but as good plays well acted are not too often performed in our Colony, they also should be heartily welcomed.

Another entertainment is to be provided, namely, a Promenade Concert by the fine Band of the K.O.Y.L.I., in the Public Park on Thursday first at 9.15 p.m. This is delightful news, and I sincerely hope that the Concert will be a success. Such entertainments should be given at least once a week throughout the whole year, and probably would be if the public showed that they appreciated them. An excellent and varied programme is promised, which it is hoped will be listened to by a large attendance.

So there can be no doubt that Hongkongites are well provided for in the matter of entertainment.

Mention of our gallant Yorkshires reminds me of the fact that they will soon be leaving our midst. They will be missed for they have proved themselves a very popular regiment.

I notice that two transports are to call at the Harbour soon. The Soudan will go on to Tientsin and bring the Inniskilling Fusiliers and a few details south. The Inniskillings will doubtless leave the northern port with little regret as they have been there a year longer than they anticipated. Last October, with full equipment ready for their voyage, they set off for India, but they had only reached Chingwantao when they were ordered by the War Office to return to Tientsin. It was thought at the time that the order was somewhat quixotic as another regiment had taken their place. Subsequent events, however, fully justified the delay. So unexpected was the protracted sojourn, that the wives and families of the regiment proceeded on their way to India, where they have since remained. The Rohilla is the other transport due to arrive in Hongkong with drafts for Ceylon, Singapore, Hongkong and North China. She will remain in the port for eight days, and after being painted and cleaned she will return to England and land her human cargo in good time for Christmas—on December 23 to be precise.

I am very glad to see that a move is being made to curb the activities of local burglars, for undoubtedly some effective steps will have to be taken. In my opinion, it would be much better if the Police authorities themselves would seriously consider the matter afresh instead of a probe being applied through the efforts of any individual.

Why is it, asks a correspondent, that when an accident occurs in the City the Disinfecting Station authorities refuse to send an ambulance to convey the victim to hospital until an undertaking has been given that a payment will be made for its use? I am unable to explain, and had my correspondent not cited an instance would not have believed that in a British Colony such an inhuman rule could be enforced. Perhaps the authorities have some explanation to offer?

The correspondent states that a day or two ago an accident occurred on a steamer in the harbour, a man receiving a serious cut on the head. There being no ambulance on the ship a telephonic request was sent to the Central Police Station, who advised inquiry at the Disinfecting Station, as they did not keep ambulances on the premises. The Disinfecting Station was accordingly rung up, and the inquirer was much surprised to receive the information that the vehicle could not be sent until somebody had accepted responsibility for payment! It would be interesting to know why such a rule should be in force.

RAMBLER.

PUISNE JUDGE INDISPOSED.

Owing to indisposition the Puisne Judge, Mr. Justice Gompertz, did not attend the Supreme Court to-day, and the cases which were to have come before him in Chambers were accordingly adjourned.

AN AUDACIOUS THEFT.

Supreme Court Robbed.

For audacity it would be hard to beat the Chinese thief. The latest instance of his impudence came to light this morning, when on opening the Supreme Court it was discovered that practically all the electric light globes had been removed from the fittings in the courts and corridors. The thief was evidently in a hurry, for here and there a globe was left.

Despite the fact that there are many valuable fittings, books, etc., in the building, in which, on account of its size and many corridors it is particularly easy for thieves to conceal themselves, there is only one man on duty during the night. Perhaps the authorities will now take steps to ensure that the court is properly watched after dark?

BOOKSELLERS AT LAW.

A Manager Sued.

The case was continued to-day before the Chief Justice, sitting in Summary Jurisdiction, in which Chan Pui Shang, trading as the Chung Sun Shang Kee firm, booksellers, of 116, Hollywood Road, sued Choy Wo Shi, trading as the Chung Hing firm, booksellers, of 112, Hollywood Road. The claim was for sold and delivered; $37 for work done $1,000, the items being $681 for goods and materials supplied; and $287, amounts paid by plaintiff on behalf of defendant and at her request. Plaintiff waived a sum of $673 in order to bring the action within the summary jurisdiction of the Court.

Mr. Leo. D'Almada e Castro appeared for the plaintiff, and Mr. Reader Harris for the defendant.

When the case was opened on Thursday Mr. D'Almada explained that the parties were related. The plaintiff decided to start a business similar to defendant's and employed him to manage it upon a commission basis. After this arrangement was come to plaintiff supplied goods to the Chung Hing, defendant's firm, and also did certain printing work for them and continued from time to time to pay money for and on behalf of, and at the request of the defendant.

After some evidence had been heard the case was adjourned.

KWANGTUNG NEWS.

A BIT OF NATIVE LIFE.

Lau Fai-nam is an ex-officer of the army, and is at present employed in Canton as an instructor of the local police. He is said to be a man of some wealth, and influence. Some time ago he purchased a concubine from one of the Shin Tongs, whither probably the woman had been taken, that she might escape from the life she had been living, for she had been an inmate of one of the houses of ill-fame. She had lived in the home of Lau for sometime, when by some means or other she was brought into contact with a man named Lo A-hon, and as the Chinese say "she moved her affections towards him, rolled up her mat, and secretly fled." Lau, by means of spies working through the police, found out her residence, and had her and the man arrested. They were then brought up for examination before a local judge. According to the evidence, the woman said that when she was bought by Lau she had saved up eight hundred dollars, and this sum he dissipated. He then forced her to follow her old course of life, and he himself took charge of her earnings. Then thirdly the old mother-in-law was an impossible woman. She used to whip the girl, and brutally ill-treat her, and also took away all her jewellery and pawned it so that she had nothing left of her own. Indeed, Mr. Lau, by his treatment forced her to find some other place of refuge, and when this was offered, was it any wonder that she should embrace it and flee to escape such treatment? The findings of the judge were that as at first there was no real marriage between the two, that is to say, she was a concubine and not a wife; therefore, there was no breach of the marriage contract. Such being the case it was decided that she should be given back to the Shin Tong, in order that she might be legally married to some other man. In regard to her paramour, seeing that he had done nothing specially wrong, it was decided that he should be let off free. But Mr. Lau is not satisfied with the decision, and as now there is the option of an appeal, and cases may be taken to a higher court, he has decided to appeal, and take the case to a more intelligent judge. His argument seems to have some force in it. He asks indignantly, "How is it possible that he should allow the woman to live the life suggested seeing that he and his family have plenty of money." How this domestic muddle will end remains to be seen, but it illustrates clearly enough the need for drastic reforms in the laws of the country in regard to the marriage relationships.

ACCIDENT ON THE HAIMUN.

As the s.s. Haimun was going along side the wharf yesterday at about 1 p.m. something carried away and a Chinese member of the crew was struck upon the head. He was taken on an ambulance to the Government Civil Hospital, where it was found that his skull was severely fractured. The man's condition is regarded as critical.

OFFICIAL RECEIVER APPOINTED.

Acting under instructions from the Secretary of State for the Colonies H.E. the Governor has appointed Mr. Arthur George Murchison Fletcher to be Official Receiver for the Colony.

Mr. Fletcher is at present acting as Registrar of Trade Marks.

THE EMPIRE STOWAWAYS.

Chief Fireman Sentenced.

On a charge of aiding and abetting nineteen Chinese to stow away on the s.s. Empire recently the chief fireman of the ship was charged this morning at the Magistracy. It will be recalled that the men reached Sydney harbour before they were discovered, and that a case against the owners of the vessel in the Australian Courts resulted in the infliction of a £1,000 fine. The fireman was sentenced to nine months' imprisonment and was in addition ordered to pay a fine of $1,000, or in default serve an additional four months in prison.

The nineteen stowaways, some of whom were so feeble and emaciated that they had to be assisted into court, were then placed in the dock. Mr. Master, of Messrs. Johnson, Stokes and Master, solicitors, who prosecuted, asked for a remand, and this was granted, bail being fixed at $1,000 in each case.

TRAGIC DEATH OF CAPTAIN ZERK.

Fall From A Verandah.

It is with regret we have to record the passing away of another old China hand in the person of Capt. Zerk. Few details are to hand but from what can be gathered it appears a report was made to the police that while leaning over the verandah of his house last night at Morrison Hill Road, Capt. Zerk overbalanced and fell a distance of some sixty feet, fracturing his skull. When picked up life was found to be extinct. It will be remembered by many of his friends that Capt. Zerk was owner of the sailing ship Hitchcock, wrecked here in the typhoon of 1906. Latterly, he has been engaged as Hoihow Straits pilot, piloting vessels to and from Hongkong. He was an American citizen; and the news of his sudden death came as a painful surprise.

"THE ARCADIANS."

The Bandmann Opera Company presented the popular musical comedy "The Arcadians" at the Theatre Royal last night. The play is so well-known that detailed reference to it would be superfluous. Last night it was beautifully staged, and from beginning to end was much appreciated. The funniosities of Messrs Roberts and Frith were greatly enjoyed. Both Miss Tempest and Miss Frampton in their respective parts of Sombra and Eileen Cavanagh played charmingly, the singing of the former being particularly good.

To-night the Company will present the famous "Waltz Dream."

THE TROOPING SEASON.

Programme of Colonial Reliefs.

From the programme of Colonial Reliefs just issued by the War Office, it appears that two transports will call at Hongkong in November.

The "Soudan" leaves Southampton on 5th September with troops for South Africa, and on 4th October the 2nd Bn. South Wales Borderers will embark at Durban for Tientsin, Hongkong being reached on 27th October, and Chingwangtao on 3rd November. The return journey will be commenced on 8th November when the 1st Bn. Royal Inniskilling Fusiliers will sail for Madras. The vessel will remain at Hongkong from 11th to 19th November for overhauling, and on the latter date will leave for Madras, which port is due to be reached on 30th November.

The "Rohilla," with drafts for Ceylon, Singapore, Hongkong and North China, will leave Southampton on 10th October, calling at Gibraltar, 15th October; Malta, 18th October; Port Said, 21st October; Colombo, 2nd November; Singapore, 7th November; Hongkong the final outward port, being reached on 12th November. After being thoroughly cleaned and painted the Rohilla will commence her return voyage on 20th November, arriving at Singapore, 25th November; Colombo, 30th November; Suez, 11th December; Malta, 15th December; Gibraltar, 18th December; and Southampton, 23rd December.

The funeral of the late Miss Ethel Parrott, daughter of Dr. and Mrs A. G. Parrott, Shanghai, took place at Bubbling Well Cemetery on Aug. 28 when there was a large attendance of friends and a party of children. Mr M. Hardman conducted the service in the Chapel and at the graveside, assisted by the Rev. Shorrock, and Mr T. G. Willett. Mr. Hardman made very touching reference to the life work of the deceased amongst young in Shanghai and of her patience in a very long illness. At the graveside the hymn "Sleep, beloved, sleep," was sung. A large number of beautiful flowers were sent. Miss Parrott was twenty seven years old.

BY TELEGRAPH.

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HOME RACING.

ST. LEGER BETTING.

(Reuter's Service to the China Mail.)

LONDON, Aug. 31.

The latest betting for the St. Leger (to be run at Doncaster on Sept. 11th.) is:—

9 to 4 against Lomond.
5 to 1 against Tracery.
8 to 1 against Maiden Erlegh.
9 to 1 against Hector.
100 to 6 against Pintadeau.

DEPARTURE OF THE CANADIAN PREMIER.

(Reuter's Service to the China Mail.)

LONDON, August 31.

The Hon. R. L. Borden, the Premier of Canada, has left for Canada.

He received a most cordial farewell.

ITALY AND THE SUGAR CONVENTION.

(Reuter's Service to the China Mail.)

LONDON, Aug. 31.

A telegram from Rome states that the Italian Government has notified that Italy will withdraw from the Sugar Convention on September 1, 1913.

THE BRITISH NAVY.

EXPEDITING DREADNOUGHT BUILDING.

(Reuter's Service to the China Mail.)

LONDON, August 31.

The Admiralty are expediting the launching of the Iron Duke at Portsmouth this month, which will enable the slip to be thus earlier available for a larger Super-Dreadnought.

THE STEAMSHIP'S CENTENARY.

INTERESTING PROCEEDINGS IN SCOTLAND.

(Reuter's Service to the China Mail.)

LONDON, August 30.

Glasgow is celebrating in a very elaborate manner the centenary of the steamship "Comet".

At the banquet, members of Parliament and the City Councillors eulogised the Inventor.

To-morrow a general holiday will be held throughout the West of Scotland, and a great shipping pageant will take place at Greenock, in which warships will participate, while every town in the district will join in the festivities.

ANOTHER ADVISER FOR CHINA.

(Reuter's Service to the China Mail.)

LONDON, August 30.

The *Debats* (Paris) announces that General Brissant Desmaillet has been appointed Military Adviser to China.

AUSTRALIA'S DEFENCE.

(Reuter's Service to the China Mail.)

LONDON, August 30.

A Melbourne cable states that the Hon. Mr Pearce, the Minister for Defence, is calling a conference of Commanding Officers in Australia with the object of eliciting views on a new defence scheme.

PANAMA CANAL QUESTION.

AMERICA'S EXTRAORDINARY ATTITUDE.

(Reuter's Service to the China Mail.)

LONDON, August 30.

Although the State Department at Washington does not authorise a statement to this effect, it is understood that the Administration will decline to permit the question of the right of the United States to relieve American shipping from tolls for using the Panama Canal to be arbitrated. It is stated, however, that this position of the Government will not be developed fully for some time.

Meanwhile the British Press is criticising at considerable length the American position, particularly in view of President Taft's repeated advocacy of arbitration.

BY TELEGRAPH.

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THE "TERRIBLE MONTH."

THE SITUATION AT NORWICH.

(Reuter's Service to the China Mail.)

LONDON, August 30.

The river at Norwich has fallen five feet and the city is resuming its normal aspect.

The electric light at Norwich has been restored.

The damage done to the city is estimated at £100,000.

HARVESTING IN BOATS.

Accounts of the agricultural losses throughout the East of England are heartrending.

As an example of the situation, the farmers in the Peterborough district are harvesting in boats, the sheaves being landed on higher ground. The men are mowing up to the knees in water. The river Welland in Lincolnshire is literally choked with hay being carried seaward.

MR BURNS VISITS NORWICH.

The Right Hon. John Burns, President of the Board of Trade, visited Norwich and conferred with the authorities regarding restoration measures.

HOUSES TO BE DISINFECTED.

Doctors are inspecting the flooded houses, all of which will be thoroughly disinfected.

ENTERPRISING SHOPKEEPERS.

Shopkeepers are already announcing salvage sales.

THE AUSTRALIAN "SALVATIONISTS"

(Reuter's Service to the China Mail.)

LONDON, August 30.

The "Salvationists" in Melbourne held an imposing procession synchronising with the funeral of "General" Booth in London.

At Sydney a memorial service at the Town Hall was attended by an enormous gathering.

LATEST RUBBER QUOTATIONS.

Messrs. Vernon and Smyth, stock brokers, state:—We beg to advise you that we have this morning received the following cable quotations for rubbers, etc., from our London agents:—

Shell Transports, 108/6 buyers; Pahang Consolidateds, 10/6 buyers; Eastern International Trusts, 21/6 buyers; Rubber Trusts, 13/- Prem. buyers; Gula Kalumpongs, 30/9 buyers; Linggis, 33/- buyers; Anglo Malays, 16/6 buyers; United Serdangs, 117/6 buyers; Pegohs, 47/3 sellers; Kamunings, 5/6 sellers; Allagars, 3/5 sellers; Labus, 11/- sellers; Kepongs, 16/6 sellers; Merlimaus, 4/4 done; Para Rubber, 5/1½ per lb. sellers.

OARSMAN LOST IN THE RIVER.

Mr R. W. Goetze, a member of the Lysander Rowing Club, was drowned in the Thames near Hammersmith Bridge recently after the capsizing of a sculling boat in which he was going up the river.

The oarsman began to swim towards Hammersmith Pier, but suddenly sank and all efforts to recover the body were unsuccessful. It is supposed that Mr Goetze was attacked with cramp.

An official intimation has reached Shanghai to the effect that Mr W. Roderick Dorsey, Acting U. S. Consul-General, has been appointed to the U. S. Consulate in Jerez, Spain. For the present Mr Dorsey has been instructed to remain in Shanghai, and it is probable that he will be here until the return of Dr Wilder. While the whole community will join in congratulating Mr Dorsey upon his promotion, says the N. C. Daily News, the news of it cannot be received without an equal feeling of regret at the prospect of losing one of the most popular consular officials in the port. Mr Dorsey has been stationed here for six or seven years, and during that time he has won golden opinions from all. Twice he has filled the position of Acting Consul-General, and on those occasions has shown the utmost capacity for his onerous duties. His transfer from Shanghai will be the loss not alone of the American but of the whole community.

NEWS FROM HOME.

(From Our Own Correspondent).

Cabinet Difficulties Growing.

LONDON, August 10.

These are topsy-turvy days, with cleavages on various questions in almost every sect and party, but of them all the ministerialists seem to be in the worst plight. They have given the country the most severe stirring up that has ever been experienced in the same number of years and the country is longing for peace. I do not attach so much importance to the sweeping majority of north-west Manchester as most people do, for bye-elections have a knack of giving governments hard knocks and then reverting to their allegiance at the next general election; but even many Liberals admit that if the constituencies have to be faced in the near future they have very little prospect of regaining office. They buoy themselves up with hope that they may be able to hang on long enough for the Insurance Act to get into fuller working so that, as they put it, the people may see the benefits for which they are paying. But, on the other hand, there are those who predict the woeful failure of the Act, and these declare the longer the Liberals put off the fight the harder will be the blow they will receive.

Moreover, little confidence is now felt in the new land programme. The moneyed Liberals are against it and even the ballon d'essai that was sent up by its advocates has shown what a hopeless split it would produce in the party. Then the retirement of the Chief Whip, the Master of Elibank and the drooping majorities in the House have added to the gloom, and even the irrepressible Mr Lloyd George took steps to have a resolution on the land question withdrawn from the programme before the Midland Liberal Federation. To that must be added the fact that any delay on the part of the government now means giving the Labour party time to organise their plans to carry out the new scheme of forcing a triangular contest wherever they consider they have a sporting chance of success. True, the labour men are split too, but so long as the triangular contests are there, that fact does not make the Liberals more cheerful. But for the fact that the Conservatives are without a good fighting policy, they would be in a splendid position.

TITANIC RESULTS.

The first business of the House when it resumes will be the discussion of the Titanic Report. There are two amendments on the paper, identical in terms, in the names of Mr W. R. Pringle and Mr Basil Peto, asking for the appointment of a Select Committee to inquire into the working of the Marine Department of the Board of Trade, and to report what changes ought to be made in its organisation.

Mr Pringle sat through all the inquiry as the representative of a union to which Lord Mersey for some reason did not see fit to allow representation, and as a constant and skilled onlooker he saw perhaps more of the game than many of those engaged in it. It is the opinion of a very large number of members on both sides of the House that the Report fails in candour in dealing with the Marine Department of the Board. All the painstaking fairness of Sir Rufus Isaacs does not make it less unfortunate that by the rules on which the inquiry was conducted the case for the plaintiff, which was the nation, and the case for one of the chief defendants, which was the Board of Trade, were conducted together. Nor has the common talk which condones the leniency of the Report on the ground of the recent retirement of the late head of the Department much to recommend it. The question is not merely the bygone one of why the Board of Trade's Marine Department went to sleep in 1894 and slept till the sinking of the Titanic woke it, but what steps are going to be taken to ensure its not going to sleep again. It is highly improbable that in the circumstances, and in view of the undoubted support on both sides of the House for the amendment proposed, the Government will be able, or will desire, to resist the appointment of a Select Committee.

During the inquiry, by the way, Lord Mersey raised the question of whether compressed air had been considered as an aid on board ship in the event of a breach being made in the vessel's side as the result of a collision. I understand this method has been employed frequently and successfully in salvage operations; and the Departmental Committee recently appointed by the President of the Board of Trade to advise on the water tight sub-division of all classes of merchant vessels is, it is understood, to investigate its possibilities.

In case of emergency on the open ocean, however, its adoption may not be practicable, but all the same there is good reason to believe that the suggestion thrown out by Lord Mersey will contribute towards solving the problem of the unsinkable liner. In floating stranded ships by this system the cargo-hatches are closed absolutely, while all other openings, such as companions and port-holes, are also sealed. As a matter of fact, the vessel from the main deck is one gigantic airtight compartment. Then hoses are attached and the pressure of the air pumped into the interior forces the water downward and out through any holes that may be in the the hull, leaving her in a condition to be towed to dry dock. Compressed air raised the cruiser Gladiator at the Isle of Wight, and among many other instances of its use the example of the Atlantic Transport liner Minnehaha may be given. She was, in fact, lifted off the rocks at Scilly and proceeded to Southampton under her own steam, with no patches on the great rents made in her bow and nothing but the air to keep the water out.

"CALL US TO YOUR COUNCILS."

Some time ago Lord Esher delivered a lecture on the welding of the Empire which John Murray has just published in pamphlet form. A preface has been added by the author in which he outlines a possible development of the Committee of Imperial Defence so as to respond to the desire of the Colonies to be called to the Councils of Empire.

Lord Esher declares that the statesmen have to choose between foreign alliances and a practical federation of the Empire for the purposes of common defence. Particularly in view of Mr Borden's statement that Canada cannot and will not be "a mere adjunct of Great Britain" is this matter urgent.

Lord Esher continues—"Two conditions are essential: first that there should be no concealment of policy or intentions between the Prime Minister of this country and the Prime Ministers of the Dominions.

"The second, that no departure in foreign policy, involving Imperial interests, should be taken without the approval of the Dominions.

"In order to achieve these results some modification of practice in the government of this country and of the Dominions would be necessary. Some concessions would have to be made; some sacrifice of old-fashioned pride on the one hand, and some abandonment of exaggerated independence on the other.

"British ministers should realise that they cannot be free and untrammelled in future to choose a foreign policy which may land the Empire in war, and expect material help from Canada; while Canadians should understand that, if they desire to fly the Union Jack, they must face the fact that Great Britain is a European Power, and be ready to shoulder a share of the European burden."

The functions and potentialities of the Committee would have to be plainly grouped, and as a first step to free communication Lord Esher suggests the Canadian and British Premiers should meet in London every summer, after which the Committee of Imperial Defence should meet, thereby not merely settling technical questions but testing the strength of the Imperial bonds.

After that Lord Esher takes a cut at the Colonial Office.

"The day is not far distant" he says "when the Colonial Office should be relieved of the affairs the Dominions. The Colonial Office, in that sphere, is an anachronism. Every consideration points to the Bureau of the Prime Minister, to the Secretariat of the Committee of Imperial Defence, as the suitable machinery for keeping Great Britain and the Dominions in touch, and as a means of establishing more confidential, and more binding relations between the Mother country and the Dominions, which very shortly will surpass her in population and wealth as they do already in area and extent. In order to federate more or less independent groups of the same race and speech, some menace is required to their pride and independence."

KAISER AS COMMERCIAL TRAVELLER.

There is no doubt about it—the Kaiser is a splendid commercial traveller. The latest instance of it is in the securing, by the Vulcan Company of Hamburg, of the contract for the construction of a Greek cruiser in the face of keen British competition. But how the Germans got the order is curious. Their first price was £1,400,000, while the lowest British offer was £1,167,550 for a larger and faster vessel. Yet the Germans were allowed to cut their tender down and finally got the order at the price of £1,114,000.

Yet in its last report the Vulcan Co. said—"A continuance of the existing conditions, which for the building of war and merchant ships can only be described as ruinous, can only lead to bankruptcy at no very remote period". Most of the German yards paid no dividend last year. But the Kaiser in this last case was anxious to get the order, and was so delighted that when he succeeded he gave nearly twelve hundred pounds for distribution among Greek charities. Every time he takes a tour some big commercial coup seems to follow and this Greek case is no exception.

A LEVEL HEADED CABINET.

Level headed—let me hasten to explain—not as my personal opinion as to their capacity, but from the strict hatter's point of view. This, anyway, is the curious fact—the heads of the Master of Elibank, Mr Lloyd George and Mr Asquith take the same size and shape of hat exactly. This has only just been discovered, for nobody to look at them would suppose the fact. When Mr Asquith made his rapturous entry into Dublin the other day some ardent Hibernian annexed his hat as a memento. So he borrowed the headgear of the retiring Chief Whip and wore it with serenity and complete comfort all the way back to London. A day or two later the Chancellor and the Chief Whip happened to go to a meeting together. Mr Lloyd George left first and went off in blissful ignorance of the fact that he was wearing the hat of the Master of Elibank. When the meeting was over the Master took the Chancellor's hat and wore it, without any discovery of the fact till later on he met the Chancellor again.

But Mr Winston Chuchill must be exempted from the rule of standard sizes. His head is the biggest of the lot, and his appearance usually suggests that he has had great difficulty in find a hat big enough to enclose his cranium.

INDO-CHINA.

Indo-China figured largely at the congress of the Association for the Advancement of Science which has just been held at Nimes. The monetary experiment of Indo-China was wedged in as a subject for discussion among such varied topics as the utilisation of high altitudes for agricultural purposes, the best method of getting rid of superfluous hairs on the face, the virtues of "light baths," and the effect of ultra-violent rays on bacteroids.

The greatest interest was taken in the announcement that by a recent decision of the Governor of Indo-China the value of the piastre, formerly worth two francs forty centimes, was raised to two francs fifty, and made equal to ten "monos." It was explained that the idea of making one mono equal a tenth of a piastre was to simplify calculations in the conversion of Japanese money (where the yen is worth ten monos) and also the current French system. The opinion was expressed that China should have made the "yuan" equal to ten monos, thus bringing American, Chinese, Japanese and French coinage into harmony. Incidentally it was mentioned that British money could come in, the sovereign being equal to one hundred monos and the shilling to five.

THE INDIAN COMMISSION.

Lord Ronaldshay and Mr Ramsay Macdonald, who have accepted seats on the Indian civil administration inquiry, will probably go into residence in India in the next two winters, returning to their parliamentary duties in the summer. In the meantime Mr James Parker, Labour Member for Halifax, will lead the Labour men in the House in the absence of his chief, though it is generally believed that Mr Ramsay Macdonald will be glad gracefully to retire from Westminster, especially as the tendency of syndicalism is altogether distasteful to him and syndicalism has the ear of a large section of the workers to-day.

It is estimated that persons are victimised every year to the extent of 120,000,000 dollars (about £24,000,000) through swindles worked through the United States. Last year 1,000 persons were arrested in connection with these swindles.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail	Remarks.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NAMUR, Capt. A. Collyer	About 4th Sept.	Freight and Passage.
LONDON & ANTWERP, via Suez, P'ang, C'mbo, Port Said & Marseilles	NUBIA, Capt. F. J. Fox	5 p.m., 4th Sept.	Freight and Passage.
SHANGHAI	DEVANHA, Capt. W. R. Hickey	About 12th Sept.	Freight and Passage.
LONDON, via Usual Ports of Call	INDIA, Capt. G. W. Gordon, R.N.R.	Noon, 14th Sept.	See Special Advertisement

H. W. D. SHALLARD, *Acting Superintendent.*

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912 From Hongkong.	FOR LIVERPOOL. 1912 From Quebec.
'EMPRESS OF JAPAN' Sat., Sept. 14.	'ALLAN LINE' ....Fri., Oct. 11.
'MONTEAGLE' ....Sat., Oct. 5.	'EMPRESS OF IRELAND' Fri., Nov. 1.
'EMPRESS OF INDIA' Sat., Oct. 26.	'ALLAN LINE' ....Fri., Nov. 22.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL. To Quebec and Rail to Vancouver.	ARRIVE HONGKONG. From Yokohama via Kobe, Nagasaki and Shanghai.
ALLAN LINE....Fri., Aug. 2	EMPRESS OF JAPAN...Thurs., Sept. 5.
EMPRESS OF IRELAND Fri., Aug. 23	MONTEAGLE ....Fri., Sept. 27.
ALLAN LINE ....Fri., Sept. 13	EMPRESS OF INDIA...Thurs., Oct. 17

All steamships of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.
Via Canadian Atlantic Port £43.
Via New York £45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers.	Displacement	Sailing Dates.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KAGA MARU, Capt. G. Tabusa	Tons 12,000	WEDNESDAY, 11th Sept., at Daylight.
	ATSUTA MARU, Capt. J. Nagao	Tons 16,000	WEDNESDAY, 25th Sept., at Daylight.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	§ SHIDZUOKA MARU, Capt. —,	Tons 12,500	TUESDAY, 10th Sept., at 4 p.m.
	§ TAMBA MARU, Capt. S. Wada,	Tons 12,500	TUESDAY, 24th Sept., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winckler,	Tons 9600	FRIDAY, 27th Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine,	Tons 7000	FRIDAY, 25th Oct., at Noon.
SHANGHAI, MOJI AND KOBE	‡ WAKASA MARU, Capt. Nielsen,	Tons 12500	SUNDAY, 1st Sept.
KOBE & YOKOHAMA	HITACHI MARU, Capt. Yamawaki,	Tons 13000	SUNDAY, 1st Sept., at 5 p.m.
BOMBAY, via SINGAPORE, AND COLOMBO	‡ BOMBAY MARU, Capt. Noguchi,	Tons 5000	WEDNESDAY, 4th September.
SHANGHAI & KOBE	‡ TOTOMI MARU, Capt. Kawashima,	Tons 5000	SATURDAY, 7th Sept.
NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. Sekine,	Tons 7000	WEDNESDAY, 25th Sept., at Noon.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU, Capt. Hirase,	Tons 4000	SATURDAY, 24th August.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class	$135	$122	$108	$95.
2nd class	$ 81	$ 75	$ 65	$57.

With option of Rail between Steamer's calling ports in Japan.

For Further Information as to Freight, Sailings, &c., apply to
Telephone Nos. 229 & 1241.

T. KUSUMOTO, *Manager.*

Shipping

? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

The Cost: Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

KOREA	18,000 Tons	Starting	TUESDAY,	3rd Sept., at 1 p.m.
SIBERIA	18,000 "	"	TUESDAY,	17th Sept., at 1 p.m.
* CHINA	10,200 "	"	TUESDAY,	24th Sept., at 1 p.m.
MANCHURIA	27,000 "	"	TUESDAY,	1st Oct., at 1 p.m.
* NILE	11,000 "	"	TUESDAY,	15th Oct., at 1 p.m.
MONGOLIA	27,000 "	"	WEDNESDAY,	23rd Oct., at 1 p.m.
* PERSIA	9,000 "	"	TUESDAY,	12th Nov., at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). *Telephone No. 141.*
FRED J. HALTON, *Agent.*

TOYO KISEN KAISHA,

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 Knots. Displacement 21,000 Tons.
AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.
Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Captain	Date of Sailing.
Shinyo Maru	H. S. Smith	Tuesday, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th OCT., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th OCT., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th NOV., at Noon.

The S.S. SHINYO MARU will be despatched for San Francisco, via Keelung Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama and Honolulu, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS. The Steamers:—

BUYO MARU, HONGKONG MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Buyo Maru		Friday, 4th Oct., at Noon.
HONGKONG MARU		TUESDAY, 3rd DECEMBER, at Noon.
KIYO MARU		SATURDAY, 1st FEBRUARY, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to
S. MORIMOTO, *Agent.*
KING'S BUILDING (Opposite Blake Pier).

70

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. & TACOMA via KOBE, YOKKAICHI & YOKOHAMA.

Steamers	Captains	Leave
'CHICAGO MARU' †	I. Goto.	Tuesday, 3rd Sept. at 2 P.M.
'CANADA MARU' * ‡	K. Hori.	Tuesday, 17th Sept. at 2 P.M.
'TACOMA MARU' † ‡	T. Hamada.	Thursday, 3rd Oct. at 2 P.M.
'PANAMA MARU' * ‡	J. Kanao.	Tuesday, 15th Oct. at 2 P.M.
'SEATTLE MARU' †	T. Saito.	Thursday, 31st Oct. at 2 P.M.
'MEXICO MARU' *	N. Kobayashi.	Tuesday, 12th Nov. at 2 P.M.

† Calling at NAGASAKI. * Calling at SHANGHAI & MOJI. ‡ Calling at KEELUNG

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For FOOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leaves
'KAIJO MARU'	Y. Yamamoto.	Wednesday, 11th Sept., at noon.

For TAMSUI via SWATOW & AMOY.

Steamers	Captains	Leave
'DAIJIN MARU'	T. Fuchigami.	Tuesday, 3rd Sept., at noon.
'DAIGI MARU'	Y. Somekawa.	Sunday, 8th Sept., at noon.

For ANPING & TAKOA via SWATOW & AMOY.

Steamer	Captain	Leaves
'SOSHU MARU'	K. Sukawa.	Wednesday, 4th Sept., at 10 A.M.

For CANTON Direct.

Steamer	Captain	Leaves
'SOSHU MARU'	K. Sukawa.	Friday, 13th Sept., at 6 P.M.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply to
S. HIROI, *Manager.*
Second Floor, No. 1, Queen's Building.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Anhui	Aug. 31, Midnight.
WEIHAIWEI, CHEFOO & TIENTSIN	Kutchow	Sept. 1, Daylight.
HOIHOW & HAIPHONG	Singan	Sept. 1, Daylight.
MANILA, CEBU & ILOILO	Taming	Sept. 3, at 4 p.m.
SHANGHAI	Chenan	Sept. 5, at 4 p.m.
SHANGHAI	Linan	Sept. 7, Midnight.
MANILA, CEBU & ILOILO	Tean	Sept. 10, at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tean' & 'Taming.' Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinhua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

NEW SERVICE

SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to,
BUTTERFIELD & SWIRE,
Telephone No. 36. *AGENTS.*

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamers		To Sail
† SHANGHAI via SWATOW & NINGPO	HANGSANG	SUNDAY,	Sept. 1, Daylight.
* SHANGHAI, KOBE AND MOJI	NAMSANG	MONDAY,	Sept. 2, at Noon.
* TIENTSIN	CHEONGSHING	MONDAY,	Sept. 2, at 4 p.m.
* SINGAPORE, PENANG & CALCUTTA	LAISANG	THURSDAY,	Sept. 5, at Noon.
* MANILA	LOONGSANG	SATURDAY,	Sept. 7, at 2 p.
* MANILA	YUENSANG	SATURDAY,	Sept. 14, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Laisang* and *Kumsang* leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, via Chinwantao.

For Freight or Passage, apply to Telephone No. 215.
JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. *OKARA*, 5291 tons, Captain F. L. Moth, will be despatched for YOKOHAMA & KOBE on the 7th September, at Noon. To be followed on the 11th September by s.s. *FAZILKA*, Capt. Cormack, taking cargo and passengers at current rates.

WESTWARD

The S.S. *ITOLA*, 4154 tons, Capt. Tucker, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 2nd September, at noon, followed by the S.S. *MUTTRA*, Capt. Carey, on the 9th September, at Noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Telephone No. 215. *Agents.*
Hongkong, July 19, 1912. 18

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION)

For	Steamers.	Date of Departure.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	'DEN OF GLAMIS'	about 5th Sept.
SHANGHAI, KOBE AND YOKOHAMA	'FLINTSHIRE'	about 1st Oct.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, February 15, 1912. 1

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. G. APCAR, 2,961 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 14th September.

S.S. THONGWA, 3,428 tons, Capt. Fysh, will bedespatched for KOBE and MOJI(Yokohama if sufficient inducement offers) on 20th September.

WESTWARD.

S.S. JELUNGA, 3,361 tons, Capt. D. Macfadyen, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th September.

S.S. JAPAN, 3,806 tons, Capt. Archdeacon, will be despatched as above on 21st September.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, July 24, 1912. *AGENTS.*

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the *CHINA MAIL*

Price ..... 50 cents

Shipping

HAMBURG-AMERIKA-LINIE.

FOR BOSTON & NEW YORK.

THE Steamship AMBRIA, Captain W. Farrs, will be despatched as above on or about the 31st of August, 1912.

For freight apply to
HAMBURG AMERIKA LINIE,
Hongkong Office.
Hongkong, July 24, 1912. 949

Notices to Consignees

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', LONDON & STRAITS.

THE Steamship BENLOMOND.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Limited, Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 A.M.

No Fire Insurance has been affected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, August 29, 1912. 1065

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, VIA HONOLULU AND JAPAN PORTS.

THE Steamship SHINYO MARU.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 2nd September, at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on THURSDAY, 5th Sept., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be held on SATURDAY, 7th Sept., at 10 A.M.

All claims must be filed on or before 12th Sept., otherwise they will not be recognized.

S. MORIMOTO,
Agent.
Hongkong, August 29, 1912. 1087

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE 'Hansa' Steamship O.J.D. AHLERS, Captain Frerichs, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo:
Ex s.s. *August* from Stettin.
Ex s.s. *Barsac* from Bordeaux.
Ex s.s. *Kong Sigurd* from Christiania.
Ex s.s. *Faro* from Setubal.
Ex s.s. *Soneck* from Oporto.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, August 28, 1912. 1083

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship KOREA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, August 28th, at noon will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on MONDAY, 2nd Sept., at noon will be subject to storage and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, August 31st, 1912, at 10 A.M.

All claims must be filed on or before September 26th, 1912, otherwise they will not be recognised.

FRED J. HALTON,
Agent.
Hongkong, August 26, 1912. 1072

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.
FOR
MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave Hongkong	Connecting Steamers from COLOMBO to MARSEILLES and LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	noon, Sat'day	Steamer	Tons	Saturday	Friday
INDIA	8000	Jan. 18	MOOLTAN	10'00	Feb. 15	Feb. 21
ASSAYE	7500	Feb. 1	MALOJA	12500	March 1	March 7
HIMALAYA	7000	Feb. 15	MOREA	11000	Mar. 15	Mar. 21
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29	April 4
DELTA	8000	Mar. 15	MEDINA	12500	April 12	April 18
INDIA	8000	Mar. 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS.	Tonnage	Leave HONGKONG		Due MARSEILLES		Due LONDON	
		about		"		about	
NOVARA	7000	January	22	Feb.	23	March	5
SUNDA	5000	February	5	March	9	March	19
SARDINIA	7000	February	19	March	23	April	2
SOMALI	7000	March	5	April	6	April	16
NAMUR	7000	March	19	April	20	April	30
NANKIN	7000	April	2	May	4	May	14
NYANZA	7000	April	16	May	18	May	28
NORE	7000	April	30	June	3	June	13
NILE	7000	May	14	June	17	June	27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted

FARES TO LONDON
1st SALOON £55.0 SINGLE £82.10 RETURN.
2ND " £38.10 " £57.4 "

For further particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMER	CAPTAIN.	TO SAIL.
MARSEILLES, Via PORTS	CALEDONIEN.	MELDER.	about 24th September.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
P. THOMAS, *Agent,*
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. C. FERD. LAEISZ...13th Sept.
S.S. ARCADIA .....24th Sept.
S.S. SCANDIA .....10th Oct.

Homeward.

For Havre & Hamburg
S.S. GOLDENFELS ... 4th Sept.
For Havre, Rotterdam & H'burg
S.S. BRISGAVIA ..... 8th Sept.
For Havre, Bremen & Hamburg
S.S. SUEVIA .....12th Sept.
For Marseilles, Havre, H'burg & Antwerp
S.S. PREUSSEN .....16th Sept.
For Marseilles, Havre & H'burg
S.S. SILESIA .....21st Sept.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office

HONGKONG—NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. INVEROLYDE.....On or about 10th September, 1912.

For freight and further information apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 22, 1912.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and TACOMA
via SHANGHAI & JAPAN PORTS.
Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
ORTERIC	September 17th.
STEAMER	October 19th.
LORD CURZON	November 20th.
LORD DERBY	December 17th.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
TELEPHONE No. 120. KINGS BUILDING, Praya Central.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.
FROM HONGKONG. 20th July.
FROM COLOMBO. 10th August.

For Rates and further information, apply to
THE BANK LINE LIMITED,
(MANAGING AGENTS).
447

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer at CALCUTTA.

For rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers TO South African Ports.
ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.
S.S. DUNERIC, 3,000 tons.....To be despatched second half of September.
And regularly thereafter.
For rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
Managing Agents.
1105

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN...	KLEIST, Capt. L. Blaass.	(17,000)	WEDNESDAY, 4th Sept., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA...	GOEBEN, Capt. G. Lindemann.	(17,300)	About WEDNESDAY, 4th Sept.
MANILA, YAP, MAKONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	SATURDAY, 7th Sept., at 9 a.m.
KOBE & YOKOHAMA.....	PRINZ WALDEMAR, Capt. H. Bremer.	(6,100)	About TUESDAY, 17th Sept.
KUDAT AND SANDAKAN...	BORNEO, Capt. F. Sambill.		Middle of September.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to
Norddeutscher Lloyd,
MELCHERS & CO.,
General Agents, Hongkong & China.

PHILIPPINES STEAMSHIP Co.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4,000	S. A. Crosby...	Manila, Mangarin, Iloilo & Cebu.	TUESDAY, Sept. 3, at 4 p.m.
ZAFIRO	4,000	M. C. Smith...	Manila, Mangarin, Iloilo & Cebu.	SATURDAY, Sept. 7, at 4 p.m.

For Freight or Passage, apply to
Shewan, Tomes & Co., *General Managers.*

Shipping

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.
Accelerated Train Service from Trieste to Paris, London and Berlin.
S.S. AFRICA, 8800 tons, will leave as above on 19th September, at 5 p.m.
S.S. KOERRER, 9900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates, Hongkong—Trieste, Venice £50 1st class, £36 2nd class & £19 3rd class.
Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI,
S.S. AFRICA, 8800 tons, will leave as above on 5th September, a.m.
S.S. KOERRER, 9900 tons, will leave as above on 5th October, a.m.
Cheap rates Hongkong—Shanghai £6 1st class, £4 2nd class and £2 3rd class.

MONTHLY ORDINARY SERVICE,
S.S. VORWAERTS, 12,900 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 1st September.
S.S. AUSTRIA, 14,300 tons, will leave as above on 1st October.

TO KOBE,
S.S. CHINA, 11,800 tons, will leave as above and to Yokohama via Shanghai about 28th September.
S.S. E. FRANZ FERDINAND, 12,000 tons, will leave as above about 31st Oct.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & CO., *Agents,*
PRINCES' BUILDING.
Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Isinine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.
(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.	
HAICHING	Capt. W. C. Passmore...	TUESDAY, 3rd Sept.,	at 11 A.M.
HAITAN	Capt. J. S. Roach	FRIDAY, 6th Sept.,	at 11 A.M.
HAIYANG	Capt. A. E. Hodgins ...	TUESDAY, 10th Sept.,	at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days)

HAIMUN .....Capt. J. W. Evans ...	SUNDAY,	1st Sept.,	at 10 A.M.
	WED'DAY,	4th Sept.,	at 11 A.M.

During the months of July & August—Return Tickets available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED,
MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	Aug. 30.	Sept. 14th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, November 2, 1903.

NOTICE.
IMPERIAL RUSSIAN VOLUNTEER FLEET.

THE HONGKONG AGENCY of the Imperial Russian Volunteer Fleet accept cargo and issue through Bills of Lading for the following ports:—

(a) Vladivostok, Nagasaki, Singapore, Penang, Colombo, Djibouti, Hodeidah, Djeddah, Suez, Port Said, Constantinople, Odessa, Batoum.....with direct steamers.

(b) Nikolaevsk, Hakodate, Petropaulovsk and all northern ports of Asia.....with transhipment at Vladivostok.

(c) Naples, Genoa, Trieste, Marseilles, Jaffa, Alexandria, Tripoli, Alexandretta, Beyrouth, Pyraeus, Smyrna, Chios, Mitylene, Salonica.....with transhipment at Port Said.

(d) Theodosia, Sebastopol, Novorossisk, Trebizonde and all ports of the Black and Azov Seas.....with transhipment at Odessa or Batoum.

Special rates of freight for all above mentioned ports are termined.

Next steamer to Vladivostok, s.s. "YAROSLAV," 4494 R.T., Commander L. Alexeeff, is expected at Hongkong on 2nd September.

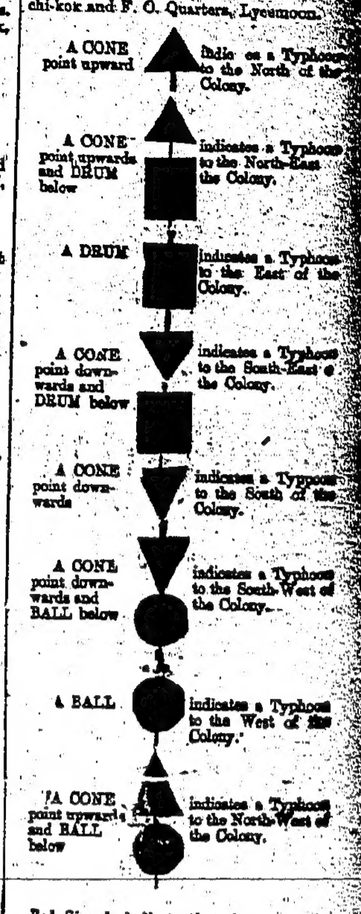
Next steamer to Europe, s.s. "NIJNI NOVGOROD," 3367 R.T., Commander S. Kostromitinoff, is expected at Hongkong 4th day of September.

For further particulars, apply to
Capt. D. A. LUKHMANOFF,
AGENT,
RUSSIAN VOLUNTEER FLEET.
TELEPHONE 1224. HOTEL MANSIONS, Nos. 12A and 14, Third Floor.
Hongkong, August 6, 1912. 18

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises Kai-chi-kok and F. O. Quarters, Lyeemoon.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock,	Aberdeen,
Waglan,	San Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal, from the lighthouses.

T. F. CLAYTON,
Director.

STEAMERS PASSED SUEZ CANAL.

OUTWARD.

August 6, *Bramley.*

August 9, *Sachsen, Glenfarg.*

August 13, *Pingsuey, Glenshiel, Burmese Prince.*

August 16, *Benavon, China, Goeben.*

Aug. 20, *Baron Napier, Benavon, Japan, Menelaus, Middleham Castle, Miyasaki Maru, St. Patrick, Sydney.*

August 23, *C. Ferd Laeiz, Priam, Yangtze.*

August 27, *Buelow, Glenturret, Arcadia.*

HOMEWARD.

August 13, *Simla.*

August 20, *Bellerophon, Brandia, Myrmidon, York.*

August 23, *Poona, Rhenus.*

August 27, *Benalder, Glenesk, Monmouthshire, Sambia.*

PASSENGER ARRIVALS FROM CHINA EX:—

August 27, *Denbighshire, Polymerien, Segovia, Seneca, Alesia.*

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. *Siberia* will sail from Yokohama for Hongkong &c., with the American Mail on Thursday, the 29th August, between 8 and 10 a.m., and is due to arrive at this port on Sept. 6th, a.m.

The N. D. L. s.s. *Goeben* carrying the German Mails with dates from Berlin of the 7th August, left Colombo on Monday, the 26th August, a.m., and may be expected here on or about Wednesday, the 7th September.

Other Vessels.

The I. C. S. N. Co., Ltd.'s s.s. *Cheongshing* left Weihaiwei on the 25th August, due Hongkong on the 30th August.

The N. D. L. s.s. *Borneo* left Sandakan on Monday, the 27th August, p.m., and may be expected here on or about the 31st August, at noon.

The N. Y. K. s.s. *Shidzuoka Maru* (American Line) left Kobe for this port via Moji on the 23rd August, and is expected here on the 1st Sept.

The I. C. S. N. Co.'s Ltd.'s s.s. *Yatshing* left Calcutta for Straits and Hongkong on the 16th August due Hongkong on the 1st September.

The I. C. S. N. Co., Ltd.'s s.s. *Choysang* left Shanghai for Hongkong on the 28th August, due Hongkong on the 1st September.

The Shire Line, Ltd.'s s.s. *Den of Glamis* left London on the 18th July passed Canal on the 2nd August, due Hongkong on the 2nd September.

The Hansa s.s. *Goldenfels* left Shanghai on the 30th August, a.m., and may be expected here on or about the 2nd September, p.m.

The A. & O. Line steamer *Jesaric* from New York, left Singapore on Tuesday day evening, the 27th August for this port, and may be expected here on Monday evening, the 2nd September.

The Austrian Lloyd's s.s. *Africa* left Singapore for this port on the 29th August, and is due to arrive here on the 3rd September, at daylight.

The P. & O. S. N. Co.'s s.s. *Namur* left Singapore for this port on the 29th August, at 4 p.m., and is due here on the 3rd September, at about 4 p.m.

The N. Y. K. s.s. *Totomi Maru* (Calcutta Line) left Calcutta for this port on the 29th August, and is expected here on the 6th September.

The B. I. S. N. Co.'s s.s. *Okura* left Rangoon on the 24th August, due Hongkong on the 7th Sept.

The N. D. L. s.s. *Prinz Waldemar* left Sydney on Saturday, the 24th Aug., and may be expected here on or about Monday, the 16th September, at 11 a.m.

The E. & A. steamer *St. Albans* left Sydney on the 28th August for this port (via Queensland Ports, Port Darwin and Manila).

Latest Advices.

The C. P. R. Co.'s R.M.S. *Empress of of Japan* arrived at Kobe at 4 p.m., on Thursday, the 29th August, and left again at midnight on the same day for Shanghai, where she is due to arrive at 5 a.m. on Monday, the 2nd September.

The C. P. R. Co.'s R.M.S. *Empress of India* arrived at Nagasaki at 8.30 a.m. on Thursday, the 29th August, and left again at noon on Saturday, the 31st August for Kobe, where she is due to arrive at 7 p.m. on Sunday, the 1st September.

PASSENGERS EXPECTED.

Per P. & O. s.s. *Namur.* Due Hongkong Sept. 4. From London July 27, Mr A. F. Mills, Mr J. F. W. Baker, Mr and Mrs J. Jennys, Mr F. W. Wright, Miss Everingham.

Per P. & O. *Macedonia*, connecting with the *Devanha*, at Colombo. Due Hongkong Sept. 12. From London Aug. 9, Miss Fettes. From Marseilles Aug. 16, Mr T. Fuller, Mr J. Olsen.

Per P. & O. s.s. *Nankin.* From London Aug. 10. Due Hongkong Sept. 18, Mr S. Helme, Mrs Coysh and child, Miss M. Brockett, Major R. S. Stewart, Mr G. Cormack, Mr and Mrs Goard and children, Mr A. D. Anderson, Miss L. Fowler.

Per N. D. L. s.s. *Goeben*, due Hongkong Sept. 18. From Bremen July 27, Mr. H. Breetzke, Mr T. Meyer. From Antwerp July 29, Dr and Mrs H. Gutmann. From Genoa Aug. 8, Mr Legarda, Mr F. Burmel, Mr W. Finnemann, Mr A. Feinangle, Brother P. Grabsch, Mr R. Richter, Mr O. Hansen, Sister T. Henseler, Sister H. Linnenberg, Sister A. Marx, Brother U. Meyer, Mr W. Riede, Mr F. Stüber.

Per P. & O. steamer *Morea*, connecting with the s.s. *China* at Colombo. Due Hongkong, Sept. 26. From London Aug. 23, Mr J. W. Wilson, Mr Bludy. From Marseilles August 30, Miss L. Stevens.

Per P. & O. steamer *Nyanza.* From London Aug. 24. Due Hongkong, Oct. 2, Mr and Mrs Harvey and children, Mrs Parry and child, Mr and Mrs West, Mrs J. Phillips and child, Mr C. W. Ward.

Per P. & O. s.s. *Marmora*, connecting with the s.s. *Delta* at Colombo. Due Hongkong Oct. 11. From London Sept. 6, Mrs Birss and child, Mr C. Pemberton, Mr and Mrs P. Buckle. From Marseilles Sept. 13, Miss L. Stephens.

To-day's Advertisements.

ST. STEPHEN'S COLLEGE, WESTERN ST.

THE COLLEGE RE-OPENS on TUESDAY, September 3rd.

Entrance Examination, MONDAY, 2nd September, at 9.30 a.m. Prospectus, &c., on application to the

VEN. THE WARDEN.

Hongkong, August 31, 1912. 1094

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 21st SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 21st September, both days inclusive.

DOUGLAS LAPRAIK & CO., *General Managers.*

Hongkong, August 31, 1912. 1093

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

WEDNESDAY and THURSDAY,

the 11th and 12th September, 1912, at 10 A.M., each day, at H. M. NAVAL YARD, and at KOWLOON DEPOT,—

OLD AND SURPLUS NAVAL & VICTUALLING STORES,

Comprising:—

OLD & SURPLUS NAVAL STORES: Leather and Canvas Hoses, Brass and Phosphor Bronze Shivers, Old Iron and Steel, Old Brass and Old Metal, Zinc Ashes, Vertical Engines, Propellers, Electric Cable, Old Bunting, Canvas Rags, Coir Cordage, Manila Hawser, India Rubber, Boats, Masts, Carpets, &c., Blankets, Barricoes.

OLD & SURPLUS VICTUALLING STORES:—Provisions, Seamen's Clothing, Blankets, Officers' Mess Traps, (A quantity of Electro plated Articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, Tailors' Sewing Machines, Weighing Machines, &c., &c.

N.B.—The sale will commence at 10 a.m. on WEDNESDAY, 11th at the Naval Yard where the Stores to be sold there will be disposed of, after which the sale will be continued at the Kowloon Depot where certain Naval Stores as shewn in the Catalogue and all the Victualling Stores will be sold.

TERMS OF SALE:—As detailed in the Catalogue.

HUGHES & HOUGH, *By Appointment Auctioneers to the Admiralty.*

Hongkong, August 31, 1912. 1095

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *INDIA*, Captain G. W. GORDON, R.N.R., carrying His Majesty's Mails will be despatched from this for BOMBAY, on SATURDAY, the 14th Sept., 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Malwa* 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London: other cargo for London, etc., will be conveyed via Bombay by the s.s. *Egypt* due in London on the 26th October, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

H. W. D. SHALLARD, *Acting Superintendent.*

Hongkong, August 31, 112. 1092

EXCHANGE.

Hongkong, August 31, 1912.

On London—	
Bank Wire...	2/- 1/16
" On demand,	2/- 3/16
" 30 days' sight...	2/- 1/16
" 4 months' sight	2/- 1/16
Credits, 4 months' sight,	2/- 1/16
Documentary, 4 months' sight	2/- 1/16
On Paris—	
On demand,	254½
Credits, 4 months' sight,	259
On Berlin—	
On demand,	206½
On New York—	
On demand,	49½
Credit, 60 days' sight,	50½
On Bombay—	
Wire,	150½
On demand,	150½
On Calcutta—	
Wire,	150½
On demand,	150½
On Singapore—	
On demand,	86½
On Manila—	
On demand,	99
On Shanghai—	
On demand,	73½
30 days' sight, (private paper)	74½
On Yokohama—	
On demand,	98½
Gold Leaf, 100 fine, (per tael)	$51.60
Sovereigns (Banks' buying rate)	$ 9.85
Silver (per oz.)	28 13/16
Bar Silver in Hongkong	9½% prem.
Chinese Copper Cash	par.
Chinese Copper Cents	4½% dis.
Rate of Native Interest	5 %
Chinese Sub. Coin	5 % dis.
Hongkong Sub. Coin	4½% dis.

SHIPPING

ARRIVALS.

August 30.

Wakasa Maru, Japanese steamer, 3,922, N. Nielsen, Bombay and Singapore Aug. 25, General.—NIPPON YUSEN KAISHA.

Marie, German str., 1,169, H. Schlaikier, Saigon August 26, Rice and Timber—JEBSEN & Co.

August 31.

Hitachi Maru, Japanese str., 4,163, T. Yamawaki, London and Singapore August 26, General.—NIPPON YUSEN KAISHA.

Taming, British str., 1,365, G. H. Pennefather, Manila August 28, General.—BUTTERFIELD & SWIRE.

Tjiliwong, Dutch steamer, 3,061, S. G. Outhuys, Macassar August 22, Sugar.—JAVA-CHINA-JAPAN LINE.

Trigonia, Dutch steamer, 1,006, Westers, Singapore August 24, Bulk Oil.—ASIATIC PETROLEUM Co.

Kueichow, British str., from Canton.

Anhui, British str., from Canton.

DEPARTURES.

August 31.

Assaye, for Singapore and Bombay.
Fooksang, for Singapore and Calcutta.
Yuensang, for Manila.
Fangturm, for Moji.
Palma, for Shanghai and Yokohama.
Ambria, for Singapore and New York.
Triumph, for Swatow.

CLEARED.

Phu-yen, for Hongay.
Anhui, for Shanghai.
Haiman, for Swatow.
Singan, for Hoihow and Haiphong.
Benlomond, for Nagasaki.
Wakasa Maru, for Shanghai and Kobe.
Hupeh, for Newchwang.
Castor, for Singapore.
Mexican Prince, for Balik Pappan.
Trigonia, for Saitozaki.
Empire, for Shanghai and Kobe.
Kueichow, for Weihaiwei and Tientsin.
Hangsang, for Swatow and Shanghai.
Shinba Maru, for Karatsu.
Fukui Maru, for Wakamatsu.

PASSENGERS.

ARRIVED.

Per *Taming*, from Manila, Mr and Mrs Hawkey, Mr Cobb and servant.

DEPARTED.

Per *Assaye*, for Singapore, Messrs T. M. Perpetus, S. C. Halleem, W. R. Ricketts, S. B. L. Warman and Wickham; for Colombo, Mr and Mrs M. Cohen; for Bombay, Miss A. Aston, Mr H. S. Kavarana; for Aden, Mr Lu Wing; for Marseilles, Mr M. Edie, Mr and Mrs R. Tremblay; for London, Lt. Col. A. Bagbie, Mrs P. Rees, Mr S. Lopez, Miss Landis.

Per *Nikko Maru*, for Manila and Australian Ports, Dr and Mrs Molyneux, Mr and Mrs J. P. Jackson, Mr Mooser, Mr Cox, Miss Baron, Miss Walker, Mr McHugh, Mr R. M. Lasalas, Mr F. Agnado, Mr L. W. Bryce, Mr F. B. Ingersoll, Mr Schivaskof, Mrs Hawthorne, Miss Hawthorne (2), Major and Mrs Kelly, Mr R. Pestonjee, Mr P. Provost, Mr and Mrs Blackmoor, Mrs Templeton, Mrs Peaice, Miss Walker, Messrs L. A. Train, J. H. Tibbs, Ijima, M. L. Stephens, G. W. Viley, Parr, Mr and Mrs Heron and children, Mrs E. Vollbrecht, Mr and Mrs Evans, Dr and Mrs McLean, Mr and Mrs Frank, Capt. and Mrs Willoughby and 4 children, Mr and Mrs T. Connors and child, Mr J. Woods, Mr C. C. Walker, Dr D. O. Dacanan, Mrs F. P. Matta and 7 children, Messrs Kido, Akiyama, Nakanio, Oshima, Nakano, Kitamura and M. Utsumi.

SHIPPING REPORTS.

The British steamer *Taming* from Manila reports: Fresh to light S.W. winds and moderate sea, cloudy.

POST OFFICE NOTICES.

As the German Mail steamers for Europe will in future leave at 10 a.m., the times of closing the Mail have in consequence been fixed earlier.

Mails will close for:—

SWATOW.
Per *Haimun*, at 9 a.m., on Sunday, the 1st Sept.

JAPAN Via KOBE.
Per *Hitachi Maru*, at 9 a.m., on Sunday, the 1st Sept.

STRAITS & BURMAH.
Per *Itola*, at 11 a.m., on Monday, the 2nd Sept.

SHANGHAI, NORTH CHINA & JAPAN VIA KOBE.
Per *Namsang*, at 11 a.m., on Monday, the 2nd Sept.

MACAO.
Per *Sui Tai*, at 1.15 p.m., on Monday, the 2nd Sept.

TIENTSIN.
Per *Cheongshing*, at 3 p.m., on Monday, the 2nd Sept.

PAKHOI & HAIPHONG.
Per *Hanoi*, at 9 a.m., on Tuesday, the 3rd Sept.

SAMARANG & SOURABAYA.
Per *Petchaburi*, at 10 a.m., on Tuesday, the 3rd Sept.

SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 10 a.m., on Tuesday, the 3rd Sept.

JAPAN Via NAGASAKI, VICTORIA & TACOMA.
Per *Chicago Maru*, at 11 a.m., on Tuesday, the 3rd Sept.

SAIGON.
Per *Telemachus*, at 1 p.m., on Tuesday, the 3rd Sept.

PHILLIPPINE ISLAND.
Per *Ruhi*, at 3 p.m., on Tuesday, the 3rd Sept.

PHILIPPINE ISLANDS.
Per *Taming*, at 3 p.m., on Tuesday, the 3rd Sept.

SHANGHAI & NORTH CHINA.
Per *Africa*, at 5 p.m., on Tuesday, the 3rd Sept.

FORMOSA Via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN Via NAGASAKI, UNITED STATES & SOUTH AMERICA Via SAN FRANCISCO.

(Europe via Siberia).
Per *Korea*, on Tuesday, the 3rd Sept.
Printed Matter and Samples at 10 a.m.
Registration at 10.15 a.m.
(Registration, with late fee of 10 cents up to 11.00 a.m.)
Registration, Kowloon B.O., 9.30 a.m.
No late fee.
Letters at noon.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE Via NAPLES.
Per *Kleist*, on Wednesday, the 4th September.
Printed Matter and Samples at 8.30 a.m.
Registration at 9 a.m.
Registration, Kowloon B.O., 8.00 a.m.
Letters at 9 a.m.

CHURCH SERVICES.

13TH SUNDAY AFTER TRINITY. SEPTEMBER 1.

St. John's Cathedral.

Holy Communion 7 a.m. and 8.15 a.m.
Matins 11 a.m. (Full Choir.)
Responses, Ferial; Venite, Goodson; Psalms, Wesley, Wesley, Hopkins, Monk, Hopkins; Te Deum, Garrett in D; Jubilate, Garrett in G; Anthem, "Holy, Holy," Stanford.
Holy Communion 11.45 a.m.
Kyrie, Hopkins in A; Hymns, 240, 232, 23, 223.
Evensong 5.45 p.m.
Responses, Ferial; Psalms, of the 1st evening; Magnificat, Smart; Nunc Dimittis, Wesley; Hymns, 271, 225, 24.

Union Church, Kennedy Road.
Preacher.—Rev. C. H. Hickling.
11 a.m. Worship. Hymns, 466, 461, 443, 255, Psalm 122 (St. Paul).
6 p.m. Worship. Hymns, 379, 429, 288, 291, 617.

St. Andrew's Church, Kowloon
Morning Prayer.—11 a.m.
Holy Communion at noon.
Evening Prayer,—6 p.m.

Peak Church.
Children's Service, at 3 p.m.

St. Peter's Seamen's Church, West Point.
11 a.m. - Morning Prayer and Sermon.
12.15 p.m.—Holy Communion.
6.15 p.m.—Evensong and Sermon.
Preacher at Morning Service: The Rev. J. L. Bacon.

Seamen's Institute, 8 Praya East.
8 p.m.—Gospel Meeting at Seamen's Institute.

Christian Science Services.
MACDONNELL ROAD, CHURCH NEAR PEAK TRAMWAY.
Services:—Sunday 11.15 a.m. Wednesday, 5.45 p.m.

Soldiers' and Sailors' Home, Arsenal Street.
Evening: 8 p.m.

German Chapel (Deutsche Kapelle), No 1. High Street.
Pastor Friedrich von Probst. Deutsche, Gottesdienst 11 a.m.

Deutsche Kirche.
Gottendienst:—um 11 Uhr. in Bethesda Kapelle, Caine Road.

Berlin Foundling House.
Pastor: Frierich von Probst.

Roman Catholic Cathedral, Glenealy.
Low Masses at 6, 7 and 9.30 a.m.
High Mass at 8 a.m.
5.30 p.m.—Benediction of the Blessed Sacrament.

Wesleyan Methodist Church, Wanchai.
Morning Service, 10.15 a.m.
Evening Service, 6 p.m.

Rosary Church, Kowloon.
Masses 7.30 and 9 a.m. followed by the Benediction of the Blessed Sacrament.

St. Joseph's Church, Garden Road.
Mass with sermon in English at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Hongkong Register.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.52	29.49	29.42
Temperature	86	81	86
Humidity	66	74	63
Direction of Wind	W	WSW	W
Force	2	2	1
Weather	0	0	0
Rain	—	—	—

Highest open air temperature on the 29th...88
Lowest open air temperature on the 30th...70

T. F. CLAXTON, *Director.*

Hongkong Observatory, Aug. 30th, 1912.

WEATHER REPORT.

On the 31st at 11.30 a.m.—Pressure has decreased moderately from Wei Hai Wei to Wladivostock, and slightly over the Philippines and Annam. It has increased elsewhere.

The typhoon is filling up. It now appears as a shallow depression central between Pakhoi and Hongkong.

No returns from Japan or Formosa.

Light or variable winds are indicated along the East coast of China, and moderate S. to S.E. winds over the N.E. portion of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.29 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood; N.E. winds, moderate; cloudy, some rain.

2.—Formosa Channel: Same as No. 1.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

September 1st to 8th, 1912.

Day of Week	Day of Month	High Water: Hongkong Mean Time	Height	Low Water: Hongkong Mean Time	Height
		h m	feet	h m	feet
Sun.	1	m 11 30	6.0	m 5 18	2.6
		11 51 a	5.8	5 34 a	2.7
Mon.	2			m 6 9	2.8
		0 38 a	5.8	6 13 a	2.9
Tues	3	m 0 24	5.0	m 7 10	2.7
		1 40 a	4.6	6 29 a	2.5
Wed.	4	m 1 2	4.2	m 8 46	2.7
		2 46 a	4.1	8 39 a	2.3
Thur	5	m 2 6	3.5	m 10 57	2.4
		No inferior	high	nor low	water
Fri.	6	m 9 30	6.7	0 14 a	1.8
		No inferior	high	nor low	water
Sat.	7	m 4 53	7.1	1 6 a	1.5
		8 25 a	4.4	10 46 a	4.5
Sun.	8	m 6 7	7.5		
		8 46 a	4.5	1 47 a	1.0

SHARE LIST.—QUOTATIONS.

AUGUST 31, 1912.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	$ 125	all	$805, sales. London, £82.10
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	$ 250	$ 50	$237½
China Traders Insurance Co., Ld.	24,000	$ 83.33	$ 25	$100
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 130
Union Insurance Society, Limited.	12,400	$ 250	$ 100	$797½, buyers
Yangtsze Insurance Association Ld.	12,000	$ 100	$ 60	$135, Ex. 73
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	$ 100	$ 20	$132, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$355, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ld.	80,000	$ 50	all	$48½, sellers
New Amoy Dock Co., Ltd.	10,000	64	all	$64½
Shanghai Dock and Eng. Co., Ld.	55,700	Tls. 100	all	Tls. 49
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	all	$8½
Douglas Steamship Co., Limited.	20,000	$ 50	all	$27
H.K. C. and M. Steamboat Co., Ld.	80,000	$ 15	all	$26½, buyers
Indo-China S. N. Company, Ltd.	60,000 60,000	£ 6	all	$85 buyers, London £7.2.6
Star Ferry Company, Ld.	20,000	$ 10	all	$44, sales & buyers
Shell Transport & Trading Co., Ltd.	2,500,000	£ 1	all	108/- buyers
Shanghai Tug and Lighter Co., Ld.	20,000	Tls 25	all	Tls. 10
do. Preference.	10,000	Tls 50	all	Tls. 46
REFINERIES.				
China Sugar Company, Limited.	20,000	$ 100	all	$115, sales
Luzon Sugar Company, Limited.	7,000	$ 100	all	$33, sellers
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	80,000	50	all	$62½, buyers
Shanghai and Hongkew Wharf Co.	56,000	Tls. 100	all	Tls. 95
LANDS AND BUILDINGS.				
Hongkong Land Investment and Agency Company, Limited	60,000	$ 100	all	$102½, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
Kowloon Landand Building Company	8,000	$ 50	$ 30	$34, buyers
Wei-hai-wei Land & Building Co.	3,674	Tls. 20	all	Tls. 4½
Humphreys Estate & Finance Co.	150,000	$ 10	all	$7½, buyers
West Point Building Co., Limited.	12,500	$ 50	all	$55, buyers
TRAMWAYS.				
The Peak Tramways, Co., Ltd.	25,000 50,000	$ 10 $ 10	all 1	$11, sales $1
MINING.				
Chinese Engineering Mining Co. Ltd.	1,000,000	£	all	32/-
Tronoh Mines Limited.	160,000	1	all	74/3
Hawood Tin & Rubber Estate Ltd.	715,280	2/-	all	4/3
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	all	$3.60, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000 8,000	$ 50	$ 25 all	$116, buyers $76, buyers
Manila Metropole Hotel, Ld.	15,000	Pes 10	all	P8½
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	all	$6
DISPENSARIES.				
A. S. Watson & Co., Limited	90,000	$ 10	all	$4.90, buyers
Watkins Limited.	10,000	$ 10	all	$4, sellers
LIGHTING.				
Shanghai Gas Company, Ltd.	24,000	Tls. 50	all	Tls 81
Hongkong Electric Co. Limited	50,000	$ 10	all	$22½
MISCELLANEOUS.				
Green Island Cement Co., Ld.	400,000	$ 10	all	$3½, sales & buyers
United Asbestos Oriental Agency, Limited	2,000 ordy 100 founders	$ 10 $ 10	$ 4 all	$9½ $300
Union Waterboat Co. Limited.	50,000	$ 10	all	$10½, sales & buyers
Hongkong Dairy Farm Co.	40,000	$ 7½	$ 6	$23, sellers
Hongkong Ice Company, Limited.	5,000	$ 25	all	$200
Shanghai Waterworks Co., Ltd.	16,350	£ 20	all	Tls. 310
H'kong Rope Manufactory Ld. Co.	60,000	$ 10	all	$19
H.K. & S. C. S. Fisheries Co., Ltd.	15,000	$ 10	$ 7	$3, sellers
Hongkong Cotton Spinning Co., Ld.	125,000	$ 10	all	$5, sellers
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls 50	all	Tls. 103, sales
Maatschappij tot Mijn-, Bosch-en Landbouwexploitatie in Langkat,	250,000	G 10	all	Tls. 62
China Provident Loan Mortgage Co., Limited	200,000	$ 10	all	$3½
China Borneo Company Ltd.	60,000	$ 12	all	$9, buyers
Campbell, Moore & Co., Limited.	1,200	$ 10	all	$25
Wm. Powell, Limited	15,000	$ 7	all	$6½, ex div., buyers
South China Morning Post	6,000	$ 25	all	$22
China Light and Power Company	50,000 50,000	$ 5 $ 1	all all	$1.80
Steam Laundry Company, Limited.	20,000	$ 5	all	$5
Weissmann Limited.	3,000	$ 10	all	$17, buyers
Gande Price & Co., Ltd.	50,000	$ 10	all	$10, sales
Societe des Pulpes et Papeteries du Tonkin	13,200	$ 50	all	$33
Hongkong Steel Foundry Co., Ld.	15,000	$ 10	all	$10
CIGAR COMPANIES.				
Philippine Co., Limited	75,000	$ 10	all	$5
RUBBER.				
Para Rubber in London: Daily wire.	per	lb.,	—	5/1½ sellers

LOANS.	Amount.	Value	Interest.	Quotations.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p annum	Par.

VEIRNON and SMYTH, *Share-Brokers.*

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